The Mining Journal
AND COMMERCIAL GAZETTE.

No. 179.---Vol. VIII.] LONDON: SATURDAY, JANUARY 26, 1839. [Price 6d.

PUBLIC COMPANIES.

MEETINGS.

LONDON AND WESTMINSTER BANK.—Notice is hereby given, that the ANNUAL GENERAL MEETING of the proprietors of this company will be held at the Bank, in Lothbury, on Wednesday, the 6th of March next, at One o'clock precisely, to declare a DIVIDEND, and for other purposes. At this Meeting three directors—viz.: Lord Wm. Robert Keith Douglas, P. M. Stewart, Esq., and Frederick Burmester, Esq.—retire by rotation, but being eligible for re-election, offer themselves accordingly.

By order of the board,

Lothbury, Jan. 21. JAMES W. GILBART, General Manager.

The books will be closed to prepare for the dividend from the 18th of February to the 11th of March.

DUKE OF CORNWALL'S HARBOUR and LAUNCESTON AND VICTORIA RAILWAY COMPANY.—Notice is hereby given, that, in pursuance of the Act of Parliament, the next HALF-YEARLY GENERAL MEETING of the proprietors of this company will be held at the London Tavern, Bishopsgate-street, in the city of London, on Wednesday, the 13th day of February next, at One o'clock precisely. By order of the board,

Office, 3, Copthall-buildings, Jan. 24. GEORGE DYSON, Sec.

HULL AND SELBY RAILWAY COMPANY.—Notice is hereby given, that the ANNUAL GENERAL MEETING of the shareholders in this company will be held, pursuant to the act for making the said railway, on Friday, the 1st day of February next, at Twelve o'clock at noon, at the Town-hall, in the borough of Kingston-upon-Hull, for the purpose of ELECTING FIVE DIRECTORS in the place of five retiring by lot, and transacting the general business of the said company. By order,

CHAS. H. PHILLIPS, Law Clerk } to the said GEORGE LOCKING, Secretary } Company.

Railway-office, Hull, Jan. 8.

CORNUBIAN LEAD AND SILVER MINE, in the parish of Perranzabuloe, county of Cornwall.—A SPECIAL GENERAL MEETING of the shareholders in the above Mine, will be held at the London Inn, Devonport, on Monday, the 18th day of February next, at Twelve o'clock at noon, to take into consideration the present state of the affairs and prospects of the Mine, and to determine on such measures as may be deemed expedient in respect of the same.

By order of the board of directors,

Devonport, Jan. 22. R. LAWS, Secretary.

EAST MULBERRY HILLS MINING COMPANY.—The directors hereby give notice, that a SPECIAL GENERAL MEETING of the shareholders will be held at the Clarendon Rooms, South John-street, Liverpool, on Monday, the 4th day of February next, at Twelve o'clock precisely, to carry out the conditions relative to the FORFEITURE of those shares upon which the Call of Ten Shillings per share has not been paid (which call was made the 1st of October, 1838), the numbers of which are annexed; and if such call be not paid on or before the above Meeting, into the Union Bank, Liverpool, the said shares will be then declared Forfeited. By order of the directors,

Liverpool, Jan. 21. T. CROUTHER, Sec.

Nos. 446 to 455, 651 to 670, 741 to 756, 761 to 770, 811 to 825, 846 to 850, 851 to 875, 916 to 930, 961 to 985, 1021 to 1050, 1066 to 1070, 1081 to 1085, 1091 to 1100, 1121 to 1500.

GREAT WHEAL CHARLOTTE MINING ASSOCIATION.—Notice is hereby given, that a SPECIAL GENERAL MEETING of this Association will be held at the George and Vulture Tavern on Monday, the 28th inst., at Three o'clock precisely, for the purpose of receiving a Report upon the present state of the Mine, and for providing further Funds for carrying into effect the recommendations therein.

10, Lawrence Pountney-hill, Jan. 11.

WHEAL ELIZABETH MINE.—Notice is hereby given, that a MEETING of the proprietors in the West Cornwall Mining Company will be held at Mr. Pratchett's office, Harrington-street, Liverpool, on Thursday next, the 31st instant, at Twelve o'clock precisely, to adopt such measures as may then be considered advisable. The arrears of calls due up to the 24th ult., are requested to be paid into the Liverpool Union Bank immediately.

By order, GEORGE PITTS, WILLIAM LAYCOCK.

Liverpool, Jan. 22.

WHEAL OSBORNE, WOLLA, AND WHEAL NOBLE MINING COMPANY, Breage, Cornwall.—The directors of the above company do hereby call a SPECIAL GENERAL MEETING of the shareholders, to be held at the Three Tuns Hotel, in the borough of Penzance, on Friday, the 25th day January instant, at Eleven o'clock in the forenoon, for the purpose of considering the propriety of dissolving, and of assenting to, or dissenting from, the dissolution of the company, pursuant to the 11th regulation recorded on the scrip; and the said directors do further give notice, that another SPECIAL GENERAL MEETING of the shareholders will be held at the place and hour aforesaid on Friday, the 1st day of February next, for the like purposes.

Signed, on behalf of the directors,

Penzance, January 16. JOHN THOMAS, Sec.

IMPERIAL SLATE COMPANY.—The directors of this company hereby give notice, that a SPECIAL GENERAL MEETING of the proprietors will be holden at their office, 2, Adelphi terrace, on Thursday, the 31st day of January instant, at Twelve o'clock precisely.

By order of the board,

London, Jan. 19. J. SALMON, Sec.

CALLS.

HULL AND SELBY RAILWAY

CALL OF FIVE POUNDS PER SHARE.

(Making, with the previous Calls, £25 per share).

The directors of the Hull and Selby Railway Company having resolved, at a Meeting held on Saturday, the 24th day of November, 1838, that a FIFTH INSTALMENT of £5 per share should be called for; proprietors of shares in this Company are hereby required to pay, on or before the 15th day of February next, to any of the undermentioned bankers, on account of the Treasurers, the sum of £5 on each of their respective shares, viz.:—

Hull—Messrs. Pease and Liddells, or Messrs. Samuel Smith, Brothers, and Co.

London—Messrs. Glyn and Co., or Messrs. Smith, Payne, and Smiths.

The bankers have been severally instructed to charge interest, at the rate of 5 per cent. per annum, according to the provisions of the Act of Incorporation, from the 15th of February, on all sums which shall be tendered after that day.

By order,

CHARLES H PHILLIPS, Law Clerk, } to the said GEORGE LOCKING, Secretary, } Company.

The sale or assignment of any share in the undertaking is prohibited by the Act, after the making of a call, until the call shall have been paid.

Hull, January 18.

GWINEAR MINING COMPANY.—The directors beg to remind the shareholders, that the fourteen days' grace for paying the last Call of One Pound per share, due 19th January, WILL EXPIRE on Saturday, the 2d of February, and all shares on which the said Call is not paid on that day will be FORFEITED.—15, Great St. Helen's, Jan. 22.

TRELEIGH CONSOLIDATED MINING COMPANY.—Notice is hereby given, that the period for the payment of the Eighth Instalment of Seven Shillings and Sixpence per share having expired, all shares upon which the said instalment shall not be paid into the bankers of the company, Messrs. Vere, Sapte, and Co., on or before the 31st instant, will be irrevocably FORFEITED, without further notice. The proprietors are requested to bring the scrip, together with the bankers' receipts, to the office, as under, to be exchanged for new certificates, representing the sum of £4 5s. paid; thus enabling the directors to advertise the number of shares into which the company will be divided.

By order of the board,

29, Threadneedle-street, Jan 1. ROWLAND NICHOLSON, Sec.

RIO DOCE COMPANY.—Notice is hereby given, that, in accordance with the 5th resolution, passed at a Special General Meeting of the shareholders, all shares upon which the Call of One Pound per share, due this day, shall remain unpaid on Tuesday, the 12th day of February next, will be FORFEITED. By order of the directors,

4, Freeman's-court, Cornhill, January 24. E. MESSER, Sec.

WILLIAM TRENERY, Jun., MINE AGENT and SHARE BROKER (from Redruth, Cornwall), begs to inform his Friends and the Public, that he has just returned from inspecting the principal Cornish Mines, and will be happy to give every information respecting them.—SHARES for SALE in MINES paying GOOD DIVIDENDS. Mines inspected, and Specimens of the various Ores seen at his offices, where all particulars may be known on application—if by letter, post paid.

34, Threadneedle-street, London, Jan. 23.

EXTENSIVE AND VALUABLE MINES AND MATERIALS FOR SALE.

TO BE SOLD BY PUBLIC AUCTION, on Wednesday, the 13th Feb., by Eleven o'clock in the forenoon, at the Polgine, Newton Moor, and Condurrow Mines, in the parish of Camborne, in the county of Cornwall, all those valuable and extensive Copper and Tin Mines, called

POLGINE, NEWTON MOOR, AND CONDURROW;

situate as aforesaid, and now in full course of working. And also the whole of the Machinery and Materials in the said Mines (great part of which is nearly new), consisting of a Steam-Engine of 36-inch cylinder, 9-feet stroke, with Boiler, &c., complete; together with the following, amongst other articles of MINE MATERIALS—viz: 185 fathoms of horizontal Iron Rods, Pendulums, Sheives, and two excellent Balance-bobs, complete; 120 fathoms Pitwork, from eight to thirteen inches; Plungers, Rods, Door-pieces, Windbores, Working Barrels, Boxes and Brasses to match, the whole of which is nearly new; Six Horse Whims, with Ropes, Chains, Kibbles, &c., complete; three excellent Capstans, Shears, and Ropes; Smith's Bellows, Anvils, and a quantity of Smith's Tools; a new Stamps Wheel with four heads, besides a large quantity of Timber, Iron, and other articles adapted for Mining purposes, in excellent condition.

The above affords an opportunity to the Mining interest rarely to be met with, having a fine channel of Killas between the Granite, with several parallel Tin and Copper lodes. These Mines are too well known to need any farther comment, being situated in one of the best Mining districts in the county, and with a small outlay (such a quantity of work being done, and available to a party coming in), that there is not the least doubt of their eventually proving equal to any in the county.

Further particulars may be obtained on application to the agent on the Mine, or at the Company's Office, Liverpool, care of Mr. Pratchett, Harrington-street, Liverpool.—Jan. 16, 1839.

VALUABLE COAL MINE.—A Gentleman has sunk Pits and erected Engines for working a VALUABLE SEAM OF COAL on his estate, situated in a populous district, and adjoining a canal and public railway, which he wishes TO LET to a respectable tenant who can command £20,000. Principals may receive further particulars by applying to "A. B." (by letter, post paid) at Mr. Gregory's 212, Regent-street.

WANTED, a FORTY-HORSE HIGH-PRESSURE, or CONDENSING STEAM-ENGINE. Apply, postage paid, to "B. B.," Baltic Coffee-house, London.

STEAM-ENGINE.—TO BE SOLD, on moderate terms, by Private Contract, a Ten-horse Non Condensing Steam-Engine, built on the most approved principle, with a pair of Twelve-inch Pumps, Two Sets of Clacks and Buckets, and Driving Gear complete. The Engine and Machinery are nothing the worse for the short time they have been in use. They have been employed in executing the contract for repairing the Devonport Dock-Yard, where they may now (with permission of the Governor) be inspected. The whole will be sold on terms rendering them well worthy the attention of persons connected with mines, or the construction of docks or railroads. Immediate possession may be had, and further information obtained, on applying to Mr. H. R. Hill, 12, Copthall-court, London; Mr. Thomas Billing, Devonport; or Mr. Churchward, at the Government Dock-Yard there, who will show the property.

STEAM-ENGINE FOR SALE, BY PRIVATE CONTRACT.—A STEAM-ENGINE, made by Harvey and Co., of Hayle, under the inspection of Mr. W. West, engineer,—a 30-inch cylinder, with steam case complete, length of stroke in the cylinder 8 feet 4 inches, and in the shaft 7 feet, with one boiler weighing 8½ tons, has been at work about two years at the Boringdon Park Mine, near Plympton, and is in excellent condition, which will be SOLD BY PRIVATE CONTRACT, together with Pumps, and other Mining Materials, if required.

For further particulars apply at the Mine; Captain W. Williams, Wheal Friendship, near Tavistock; Mr. W. West, engineer; or to the Secretary, No. 2, White Lion-court, Cornhill.

2, White Lion-court, Cornhill, January 18.

MUIRKIRK IRON WORKS.—For SALE, those well-known and recently extended IRON WORKS carried on at Muirkirk, in the county of Ayr, with every capability for the production of pig iron and castings, rolled and hammered bar iron, nars and implements, with all the necessary machinery and apparatus, great extent of power both by water and steam, and the whole in good working condition. They are situate on the banks of the river Ayr, and have waterfalls equal to about 100-horse power, which are supplied at all seasons of the year from large reservoirs. The mineral field is rich and extensive, and amply fitted with pumping and winding engines. The lordships are reasonable, and an abundant supply of excellent materials can be raised and delivered at the works by railway or canal at very moderate rates. The accommodation for managers, overseers, clerks, and workmen, is very complete. The farm consists of about 125 imperial acres, the greater part of which is well drained and highly improved land, and there is a large extent of buildings for agricultural and dairy purposes.

For further particulars application may be made to Mr. Matthew Cruickshank, 26, George's square, or to Messrs. Moncrieff and Paterson, writers, Glasgow; to Messrs. Walker and Melville, W.S., Edinburgh; to Messrs. Crawshay and Co., London; to Messrs. Cowan and Sloans, Ayr; or to the managers of the works, at Muirkirk.—Glasgow, Nov. 22.

LANGENNECK COAL COMPANY.—TO BE SOLD, by Private Contract, FOUR 100th SHARES in this company, whose Collieries produce the well-known Langenneck Coal, so highly esteemed for the purposes of Steam Navigation. For particulars, apply (if by letter, postage paid) to Mr. C. J. Smith, solicitor, 2, King's Arms-yard, Coleman-street, London.

SERK SILVER, LEAD, AND COPPER MINES.—A FEW SHARES in the above valuable Mines may be obtained, on immediate application, to Mr. J. G. La Serre, Stock Exchange office, 8, Warnford-court, Throgmorton-street, where specimens of the ore, a section of the mines, and all necessary information, may be obtained. Capitalists will find this undertaking well worthy of their attention.

NORTHERN AND EASTERN RAILWAY.

TO CONTRACTORS AND BUILDERS.

Persons desirous of CONTRACTING for the EARTHWORK and BUILDING for the portion of this railway between Broxbourne and Roydon, a length of about three miles, are informed that the plans, sections, and specifications for the same may be seen at this office.

Sealed tenders, addressed "To the Directors of the Northern and Eastern Railway Company," may be delivered at this office on or before the 11th February next.

The party whose tender is accepted will be required to enter into a bond, with two sureties, for the due performance of the contract, to the extent of 10 per cent. on the gross amount of such contract; and the names and descriptions of the proposed sureties must be set forth in the tender.

The directors will not consider themselves bound to accept the lowest tender.

61, Moorgate-street, Jan. 21. CHARLES ROWCROFT, Sec.

TAFF VALE RAILWAY (from Merthyr Tydvil to the Port of Cardiff.) TENDERS FOR LOANS.

The proprietors of this company, having resolved to take up on loan the sum of One Hundred Thousand Pounds, which they are authorised by their act to do, now that half their capital is paid up.

Notice is hereby given, that the directors will RECEIVE PROPOSALS for the LOAN of MONEY on DEBENTURES for a period of not less than five years. Interest at the rate of Five per Cent. per annum will be paid half-yearly at Cardiff, or in London. Proposals to be addressed to the undersigned, at the Railway-office, Cardiff; or to Messrs. Swain, Stevens, and Co., solicitors, 10, Whitehall; or London and Westminster Bank, London; or to the West of England and South Wales District Bank, Bristol. JOSEPH BALL, Secretary.

STANDARD of ENGLAND LIFE ASSURANCE COMPANY, 8, King William-street, City, and Regent-street, London.

CAPITAL—ONE MILLION.

DIRECTORS.

William Davis, Esq., Chairman.

William Cory, Esq., Deputy Chairman.

George Barclay, Esq. | J. Cuthbert Joyner, Esq. | J. A. T. Smyth, Esq.
Lawrence Dorgan, Esq. | Henry Lawson, Esq. | Frederick T. West, Esq.
William Gunston, Esq. | James Row, Esq. | George Whitehead, Esq.

Major-General Christopher Hodgson, E.I.C.S.

AUDITORS.

Robert Mescock, Esq. | Wm. Aysnough Wilkinson, Esq. | Geo. Pearson, Esq.

LOWER RATES OF PREMIUM THAN THOSE OF ANY OTHER OFFICE.

Hence an immediate and certain bonus is given to the assured, instead of the remote and contingent advantage, offered by some companies, of a participation in their profits.

Liberal commissions are allowed to solicitors and agents.

Increasing rates of premium,—twenty years' scale:

Age.	Annual Premium for £100, payable during														
	First Five Years.			Second Five Years.			Third Five Years.			Fourth Five Years.			Remainder of Life.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
16	0	19	4	1	0	5	1	7	11	1	12	1	1	16	10
20	1	3	5	1	8	7	1	14	5	2	1	4	2	9	7
30	1	10	4	1	17	2	2	5	0	2	13	8	3	6	4
45	2	4	6	3	14	8	3	7	4	4	9	6	5	6	9

By order of the Board of Directors,

W. WRIGHT, Secretary.

THE METROPOLITAN BANK.

CAPITAL ONE MILLION.

In 40,000 Shares of £25 each. Deposit £2 10s. per share.

TRUSTEES.

Major-General Henry Wyndham. | Charles Pelham Villiers, Esq., M.P. | John Ellis, Esq., M.P.

DIRECTORS.

The Right Honourable Thomas P. Courtenay, Chairman.

John Ellis, Esq., M.P., Deputy-Chairman.

And eleven other gentlemen, with power to add to their numbers.

SOLICITORS.

Messrs. Murrays and Rymer, 39, Chancery-lane, London.

Messrs. Hope and Oliphant, 10, Rutland square, Edinburgh.

This Bank is founded, and will be conducted, upon the principles of the Joint-Stock Banks in Scotland, whose unvarying success is the best test of the excellence of the system, and will extend to the public all the advantages which that system imparts.

Interest upon the balance of current accounts, daily, cash credits, and deposit receipts for sums lodged, bearing interest, will be its leading features. Every other description of banking business will also be conducted.

Applications for shares may be addressed, post paid, to the solicitors, as above.

Deposits upon shares allotted may be paid on account of the Trustees, as under:

London—Messrs. Cockburn and Co., 4, Whitehall.
Paris—Messrs. Lafitte, Blount, and Co.
Carlisle—The Carlisle and Cumberland Bank.
Gloucester—The County of Gloucester Bank.
Workington—The Cumberland Union Bank.
Derby—The Derby and Derbyshire Banking Company.
Norwich—The East of England Bank.
Nottingham—The Nottingham and Nottinghamshire Bank.
Bristol—The West of England and South Wales District Bank.
Salisbury—The Wilts and Dorset Banking Company.
Leeds—The Yorkshire District Bank and Branches.
Stamford—The Stamford and Spalding Banking Company.
Southampton—Southern District Bank.

BASTENNE BITUMEN COMPANY.—The Shareholders are informed that Messrs. M. A. Goldsmid, Rowand Ronald, and Montefiore, have been obliged to resign their seats in the direction of the company—the two former in consequence of their intended residence abroad, and the latter from indispensable private engagements.

The works of the company have hitherto given the most perfect satisfaction to the management, and no doubt is entertained of the advantages of bitumen for all the purposes for which it has been recommended, nor of the ultimate success of the undertaking.

The funds placed at the disposal of the direction are sufficient for all the purposes required, without any call upon the shareholders.

The sales of the tar on the continent are rapidly increasing, and every effort continues to be made by the agents of the company to extend the knowledge of its value, which, there is no doubt, will ultimately ensure ample profits; and the directors feel the most perfect confidence in the successful application of the bitumen to a great variety of purposes during the coming season. A Public Meeting of the shareholders will be held in the month of May, when the state of the accounts will be submitted, and by which time reports will be received of the success which has attended the various experiments made on the Government works, parochial and other paving, &c. By order of the board,

Offices, 28, Moorgate-street, Jan. 24. R. FOULERTON, Sec.

BASTENNE BITUMEN COMPANY.—This Company is prepared to UNDERTAKE every description of WORK to which bitumen is adapted, or to SELL the manufactured MASTIC ready for use, with the necessary instructions for its application.

Bitumen has been known and applied as a cement for many centuries; but recent discoveries, and the experience of new combinations with the mineral jar, have incalculably enhanced its value for a great variety of purposes.

The directors request the attention of all persons interested in the construction of railways, bridges, and docks, to the advantages which they will derive from the use of their BITUMEN. As a cement in binding arches it is incontestably superior to any known substance, and being impervious to damp, it is of equal utility for paving, stations, waiting-places, &c., where dryness and an uninterrupted equality of surface is so desirable. Specimens of foot pavement laid down by the Bastenne Company may be seen opposite Northumberland House, Blackfriars-bridge, the Government Works at Woolwich, and the Rotunda of the Bank of England, where, contrasted with the best Yorkshire stone, the advantages will be found manifest.

This company have an exclusive right to the best and most productive known mines of this valuable material—a value, the superiority of which is tacitly admitted by other Asphalte Companies; Claridge's, the Liverpool Seyssel, and Val de Travers, having purchased supplies from the Bastenne Company in England, and the sales of the material on the continent are to a large and rapidly increasing extent.

The great desideratum in street paving is a water-proof surface, with the mass so solid and compact, as to prevent friction at the bottom, where experience has proved that the wear and tear is much greater when the squares or blocks are loosened. The company feel assured they have accomplished this object in their experiment on the carriage-way in Oxford-street, and they are also satisfied that it would prove the practicability of, in a great measure, relieving the public from the annoyance of mud in winter and dust in summer, were the loose materials not transferred from the stone-paving and Macadamised roads in the vicinity.

Specimens of ornamental pavement, suitable for entrance-halls, conservatories, &c., &c., can be seen at the office of the company, where a scale of prices, together with all necessary information relative to the application of the material to all the various purposes, may be obtained. R. FOULERTON, Sec.

28, Moorgate-street.

BRITISH ASPHALTUM and PATENT COAL COMPANY.—At a Special General Meeting of the Shareholders in this Company, held at the offices of the company, on Monday last, the 21st inst., convened by public advertisement, JOHN HARMAN, Esq., in the chair,

The following resolutions were unanimously agreed upon:—

1. That this meeting fully concurs in, and hereby ratifies and confirms the resolutions passed at the last general meeting of the company, on the 12th day of December last, of which resolutions the following are copies:—That the present direction be and is hereby dissolved.—That five directors be appointed, with power to add two to their number.—That John Harman, Angelo Solari, Henry Charles Moreton Dyer, George Paley Parkin, and Stephen Geary, Esquires, be directors of the company.—That 1150 shares, upon which the deposit has not been paid, be cancelled.

2. That this meeting having, agreeably with the advertisement, taken into consideration the clauses contained in the deed of settlement, and doubts having been suggested as to the legality of the last general meeting, and of the several resolutions passed thereat; and this special general meeting having been called for the purposes stated in the advertisement before set out, is of opinion, and do hereby resolve, that new regulations be made for the government of the company, and for the future conduct, management, and direction of the affairs thereof, in respect of the number of directors, and of the displacement and removal of the directors named in the deed, and of the nomination and appointment of some of the present directors, with one or more other directors, according to the resolutions which shall be passed at this meeting, and for the consequent alteration and repeal of the clauses in the deed of settlement.

3. That the directors whose names are inserted in the deed of settlement be, and they are hereby removed.

4. That in future there be five directors only, with power to add two to their number, to conduct, superintend, and direct the affairs of the company, instead of twelve directors, as provided in the deed of settlement, and that such five directors shall be invested with the like powers as were vested in the twelve directors.

5. That the following shareholders be the five directors for the future conduct, superintendence, and direction of the affairs of the company, viz., John Harman, Angelo Solari, Charles Moreton Dyer, George Paley Parkin, and Stephen Geary, Esquires.

6. That proper deeds and instruments be prepared to be executed by the directors and shareholders for carrying into effect the new regulations, and for repealing and altering the clauses in the deed of settlement, and for conforming the same to the resolutions of this meeting, and that the same be executed by the directors and shareholders accordingly.

7. That such shareholders as dissent from the foregoing resolutions, and who shall signify (by notice), in writing, to the secretary, within ten days from this date, their desire to receive back the deposit paid by them on their shares, with interest thereon, be repaid their deposit, with interest accordingly, on the relinquishment and delivery up of such shares to the directors.

LONDON ZINC WORKS AND ROLLING MILLS, Wenlock-road, City road.—Malleable Sheet Zinc, Zinc Nails and Tacks, Perforated Plates, of assorted sizes, for Zincography and Door-Plates, and Patent Zinc Slates for Roofing, all of the VERY BEST QUALITY, will be promptly supplied to Dealers and Consumers, on application to JOHN BALL and Co.,

11, Finsbury-circus.

THE PATENT SAFETY FUZE, for BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F. R. S., &c. &c.

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, Bickford, Smith, and Davey, Camborne, Cornwall.

LAW INTELLIGENCE.

INFRINGEMENT OF PATENT RIGHTS.

COURT OF CHANCERY—JAN. 19.

CURTIS v. CUTTS.—The LORD CHANCELLOR delivered judgment in this case, which was an appeal against an injunction granted by the Vice-Chancellor, restraining the defendant from making machines for the carding of wool, of which the plaintiff claimed to be patentee. His Lordship had before disposed of the question of costs given against the defendant, and so far varied his Honour's order. He had now looked at the answer of the defendant, in which he admitted making machines in four instances; but his Lordship did not think an injunction could be sustained upon a case accidentally raised in that manner. It appeared that the defendant had made one machine by the permission of the plaintiff, and it was clear that there was no exclusive enjoyment of the patent by the plaintiff. If the case contained in the answer had been made by the bill, he would have granted an injunction until the plaintiff had an opportunity to try his right in an action. The order would be to dissolve the injunction, allowing the plaintiff to bring an action to try his title, as it was left entirely unsustained by his bill.

THE SOUTHEND PIER COMPANY.

BAIL COURT—JAN. 19.

The QUEEN v. THE JUSTICES OF ESSEX.—In this case some bargeowners had been convicted in penalties for infractions of the abovementioned company's act, in respect of certain tolls which the company claimed from all persons landing goods at the pier, or at a certain distance from it on either side within the limits prescribed by the act. The case has been the subject of several proceedings before the magistrates of Essex in petty and quarter sessions, and has been brought two or three times already under the consideration of this Court.

This morning Mr. Price applied for a *mandamus* to the quarter sessions to hear an appeal, which, although already heard in form, the learned counsel contended was not heard in fact. He entered into a long statement of the circumstances of the case, which have been already stated, for the purpose of establishing the proposition that upon a part of the case there had substantially been no hearing, and

Mr. Justice PATTESON at last granted the application, directing the rule to be expressly confined to that portion of the case before the magistrates upon the investigation of which it had been alleged that they refused to enter at all.

NORTHERN AND EASTERN RAILWAY COMPANY.

THE QUEEN v. THE COMPANY.—Mr. KELLY applied to the Court, upon the part of a Mr. Henry Sandford, for a rule calling upon the defendants to show cause why a *mandamus* should not issue commanding them to purchase and pay for, at a certain sum, four or five houses belonging to Mr. Sandford, which were set out in the schedule annexed to the act of the company. It appeared that, according to the usual course in such proceedings, the company were empowered by their act to assume any of the premises which were set forth in the schedule, and which they might think necessary for the purposes of the railway; and if any difference should arise between them and the owners, the value of the subject matter was to be ascertained by a jury. In pursuance of this power, the company had given Mr. Sandford notice in the usual way that they would require his houses, but they had never carried that intention into effect, and the consequence of such a notice having been served was to render the property very little available for any useful purpose. Mr. Sandford had subsequently given them the option of either taking the houses or rescinding the notice, but they did neither. There had also been an agreement between the parties to refer the matter to arbitration, but they had no more carried that agreement than they had the other into effect. The learned gentleman contended, upon the authority of "*Ex parte* Davis," in the case of the Hungerford Market Company, that the notice itself amounted on the part of the company to an equitable agreement for a purchase, and that he was therefore entitled to have his application granted.

Mr. Justice PATTESON granted the rule, directing it to be drawn up in the alternative, calling upon the defendants either to pay a prescribed sum for the houses, or to cause a jury to be summoned for the purpose of estimating their value.

LONDON AND BRIGHTON (CUNDY'S) RAILWAY.

COURT OF EXCHEQUER—JAN. 21.

HUTCHINS v. CLARIDGE, KNIGHT, AND OTHERS.—This was an action brought by an engineer to recover the amount of his bill for surveying a portion of Cundy's proposed line of railway to Brighton, of which company the defendants were provisional directors. It was tried before Lord Denman at the last Surrey assizes, when the jury found for the plaintiff.

Mr. PLATT obtained a rule last term, calling upon the plaintiff to show cause why that verdict should not be set aside and a nonsuit entered.

The notes of the Learned Chief Justice were read by Mr. Baron Gurney, and from them it appeared that the plaintiff's bill claimed for surveying the line from Brighton to Horsham from Sept., 1836, to January, 1838. The plaintiff, in the April previous, had written to the secretary, desiring that thirty shares of the company might be allotted to him. He had received an answer from the secretary to say that the shares had been so allotted, but the scrip had never been given to him, although he had paid 2*l.* per share deposit. It also appeared that when the Act of Parliament passed by which all the companies were consolidated, the plaintiff had made application for his scrip, in order that he might be entitled to his shares in the new company.

Mr. THESIGER, with whom was Mr. CHAMBERS, now appeared against the rule. The question to be determined was whether the plaintiff, being partner, in consequence of his solicitation for shares, could maintain his action. The learned counsel contended that the mere solicitation for shares, without any allotment, without any proof, for the proof in fact was that he had never had the scrip delivered to him, would make him a partner. He had never signed any deed, nor had he done any other act than that of working for the company; he had never transacted any business, nor done anything whatever to clothe him with a partner's responsibility.

Mr. Baron GURNEY.—Was it shown that the defendants were shareholders in the company? If there was no proof of that, how can they set up the partnership on the ground of the plaintiff having shares?

Mr. THESIGER said that no proof of the kind had been offered. All that they had relied upon was, an application for shares and a payment upon them; but, according to all partnership cases in the books, such loose evidence would not deprive a plaintiff of his remedy. He trusted the rule would be discharged.

Mr. PLATT and Mr. CHANNELL appeared in support of the rule. They contended that, although the application for shares might be nothing, the payment of the 60*l.* upon the shares, invested the plaintiff with a right against the party who took the money. This person was the secretary, and, therefore, the agent of the company. The question was not whether the parties were partners in a railway speculation. They were partners for the purpose of doing all things necessary, in order to carry a bill for a railway through the Legislature.

Mr. Baron PARKE interrupted the learned counsel. It was a question of some importance, and the defendants might have a new trial upon payment of costs. He thought the ruling of the learned judge was not quite right. There was enough to go to the jury, although the proof of the partnership was very defective.

Rule for a new trial granted.

GREAT WESTERN RAILWAY COMPANY.

COURT OF CHANCERY—JAN. 24.

ETON COLLEGE v. THE COMPANY.—The SOLICITOR-GENERAL applied for an injunction to restrain the defendants from using a piece of road at their station at Slough for conveying passengers to and from London by the railway. The plaintiff's bill set forth the act incorporating the company, and stated that, at the time of passing it, a clause was introduced to prevent the defendants from having any station for receiving or discharging passengers within three miles of Eton; but notwithstanding that clause the defendants have, ever since they opened their railway, set down and taken up passengers at Slough, within a mile of Eton College. The bill prayed an injunction accordingly. The motion for the injunction was supported by the affidavits of the bursar of Eton College and others, stating to the effect that the discipline and studies of the college were disturbed by the noise and tumult of carriages, omnibuses, trumpets, horses, carts, and passengers. The learned counsel referred to several sections of the act, in which he insisted the defendants had no right to use the station at Slough.

Mr. BACON was on the same side.

Mr. JACOB opposed the motion, and observed that the college had allowed several months to elapse before they brought their complaint before the court. It did not appear that the college had cause of complaint, for there were now 549 boys, although there were but 446 before the railway was opened. The railway was, in fact, a great convenience to the heads and tutors, for it appeared that they once hired a whole train to convey themselves and 100 boys to the last coronation. But if the railway was, as the plaintiffs represented, a public nuisance, not they—who had not a foot of land abutting on it—but the Attorney-General, had a right to complain on behalf of the public. He then contended that the defendants had not, in the slightest degree, violated their act in letter or in spirit.

The LORD CHANCELLOR then rose, and deferred the further hearing of the case until to-morrow.—The further hearing was resumed on Friday, when the injunction was refused, with costs.

ORIGINAL CORRESPONDENCE.

A NEW MODE OF PRODUCING WROUGHT OR MALLEABLE IRON DIRECT FROM THE ORE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—"A Constant Reader," in your last publication, impugns the utility of my patent, principally, I believe, from the fact, that a friend of his had a razor made thirty years ago from iron, or rather steel, reduced to its metallic state, by means similar to those which I employ.

It is difficult to prove, as a negative, that the mode pursued by his razor-friend was dissimilar to mine. Perhaps he will be good enough to state exactly what the process was: in the mean time he will forgive me for differing from him as to the identity of the two modes, from the following facts:—

1. His friends "sank down" the metallised hæmatite in a charcoal finery—which I do not.

2. His friends "carried their experiments" too far, and instead of making steel made merely a carburet of iron, or cast-iron—which I do not.

3. His friends found, on a large scale, that "the length of time and expense of fuel," &c., were more than on the common mode—which I do not.

4. His razor friends discontinued the process—which I do not.

And, to bring this to arbitrement, if he will give the parties to whom I have granted licenses an order, not for a razor, but for a chain cable, I will promise that he shall be supplied, at a market price, with iron second to none made on the customary mode in this kingdom.

If your "Constant Reader" mean that the deoxydisement of hæmatite, by means of carbon, be an old discovery, I agree with him altogether. My patent is for bringing this well-known chemical fact into practical use; and, under the new and *just* patent law (of Sept., 1835), the making of a razor thirty years ago, even if made by means similar to what I have specified, will not, I trust, be deemed such a "public and general usage," as to upset the rights of one who believed, and believes, his process as novel as efficacious.

I am, Sir, your obedient servant,

Liverpool, Jan. 22. W. N. CLAY.

BANKING INTELLIGENCE.

It appears by letters just received that the late proceedings of the Manchester and Liverpool District Bank occupy very general attention in that part of the country. That the directors, after their meeting of the 16th instant—which it seems was called a dividend meeting—should declare a dividend or profit of 2½ per cent. at the same time that they announced a loss by bad debts of 375,000*l.*, such loss exceeding by 145,000*l.* the amount of the reserved fund of the bank, is one of those unaccountable measures which we must assume to be peculiar to joint-stock banking; it is one, at least, which in ordinary cases could only be treated with ridicule and contempt. There should have been, at all events, a suspension of the dividend until an inquiry had been made into the recent management of the bank, and the origin of such extraordinary losses, which the directors themselves should have invited. By avoiding this course they only create the suspicion that the losses are even greater than they declare them to be; and a dividend paid out of capital, as this must be, can never prevent the shares from falling to a discount, or sustain the credit of the bank itself. The advances on which the above estimate of loss is founded amounted in the whole to 650,000*l.*, and were made to two or three houses which have recently stopped payment, on securities which are presumed to be inadequate as well as inconvertible, by the very amount of loss which has been adopted by the directors, which is merely a calculation, and may be verified or not by the event. A belief prevailed, as may be collected from the Manchester letters, that the bank in question cannot legally proceed against these parties, so as to make them bankrupt, on account of their being shareholders; but the short act of the last session removes that difficulty, or gives, at any rate, the same power of proceeding against a shareholder as against any other creditor.

The ascertained utility of adopting the joint-stock banking system in the metropolis, has created a great desire on the part of the public to extend the system, and we believe, in consequence, that at present no less than five joint-stock banks are in the course of formation, though we understand it is somewhat doubtful whether all of them will finally be brought into operation. That this intended extension of the banking power of the metropolis will create a complete revolution in the system of banking hitherto practised there cannot be a doubt; but as the magnitude of the project may operate upon every class of the community, either for their welfare or the contrary, the question deserves much serious consideration, and we find is creating no small degree of interest here. Success in banking, particularly that of the joint-stock system, depends upon more contingencies than that of a large nominal capital, as we have seen from the examples of the Northern and Central Bank of England, and the district banks of Liverpool and Manchester; it depends also upon the stability, character, and experience of the parties elected to act as directors; and last, but not least—for it is the great secret of banking—prudent and careful management, without which a million may soon be locked up. We know but little of any of the intended operations of these projected banks, but we should warn the public to examine them well, and to inquire into the capabilities of those who are to be appointed to their respective managements; for the science of banking requires a long apprenticeship; and it should be remembered, as an axiom, that banks prove either a blessing or a curse to the communities in which they are located, according to the mode in which their operations are conducted. There is no doubt but the extension of these institutions will materially interfere with the discount business of the Bank of England, and their projection, we imagine, has caused much anxiety in the bank parlour. Therefore, prudence will warn the directors of these new institutions to keep their capitals fully paid up in proportion to their transactions; for it is stated that the bank direction have resolved in future to refuse all assistance to either joint-stock or private banks during a period of embarrassment, or, in other words, during a commercial crisis. We believe the district bank of Manchester is another instance of the determined hostility of the Bank of England to joint-stock banks in general; however, as we presently shall show, the rules of that corporation, like other fixed rules, still have their exceptions.

The late suspension of the Bank of Belgium, and the subsequent embarrassment of the Bank Lafitte in Paris, afford palpable evidence of the folly of any joint-stock establishments attempting to effect on the continent, during the short period of two years, gigantic operations in banking, which, aided by the wealth and commerce of this country, has only been achieved in England after a perseverance in national industry throughout a period of a century and a half.

We, however, through a source upon which we can rely, have received some information from Paris that is calculated to throw some light upon the cause of the sudden failure of the Bank of Belgium and the consequent difficulties of the Bank Lafitte at Paris. It is stated, in letters which have lately been received here from Paris, that the failure of the Bank of Belgium was brought about by the immense purchases of its notes by the united subscriptions of a powerful party, who had learned that a portion of the funds of that institution were about to be applied to the aid of the partizans of the Archbishop of Cologne against the Prussian government. To check that presumed intention of promoting a war, the billets (notes) of the bank were presented simultaneously for payment, with reckless inconsideration as to the consequences upon the population. In addition, many proprietors sold their shares, thus producing the results already known.

This failure revolted upon the Bank Lafitte in Paris, as there were many holders of the shares of the Bank of Belgium in that city, and although the Bank Lafitte was assisted by the Bank of France, still the want of confidence prevailed to such an extent in the provinces, that a deputation was sent to London to solicit the aid of the Bank of England. It appears that this deputation, on their first interview with the Bank of England directors were not only coldly received respecting their application, but that the directors decidedly declined to grant the requested assistance. The proposition was, however, strenuously urged, on the ground that, as the paper of the Bank of England was in extensive circulation in France and Belgium, the discredit into which these banks would be further thrown would cause the paper of the Bank of England to be presented for gold or silver in France and Belgium, and thus inductively cause a great and sudden demand for bullion on that portion of the continent. It appears that it was ultimately arranged that the sum of 600,000*l.* should be advanced upon the joint security of the Bank of France, and the Banks of Lafitte and of Belgium, the whole of which has been in the course of transmission in specie to the continent within the past week or two.

An exposition of the affairs of the National Bank of Austria has recently been made public, from which it appears that the general movement of its business for the year 1838 had amounted to the sum of 1,728,000,000 florins. The gross profits of the bank amounted to 4,236,000 florins, and the net available amount was 3,963,000 florins. The discounts had increased so largely that a determination was come to to limit them for the future. Such a resolution contrasts advantageously with the different system too generally acted on elsewhere, in spite of so many fatal warnings, of extending operations out of all measure upon a show of an apparently large balance-sheet of profit, without previous careful examination as to the solidity of the transactions on which they are based, or a cautious calculation of the possibility of a reaction where money and commercial speculations have been pushed beyond due bounds.

KING'S COLLEGE SCHOOL OF CIVIL ENGINEERING AND MANUFACTURING SCIENCE.

[FROM A CORRESPONDENT.]

It is an idea which presents itself to the mind of every man who has children to educate and provide for, that the school life of a boy, or at least some portion of it, ought, if possible, to have a special adaptation to the business or profession which is to form the occupation of his after-life; especially if there be required for the skilful exercise of it the practical knowledge of certain elements of human learning, generally accessible to youth, and forming the legitimate subject of public education. A course of education thus completing the ordinary education of our schools, commencing in respect to those of our youth who are destined to the active occupations of life an apprenticeship at school to the professions or trades which they are ultimately to pursue, in as far as the skilful exercise of these is dependent upon the great principles of practical science, would be a real boon to society in its existing position, if (in common with every other form of education) associated with that systematic culture and development of the moral and religous character, without which, all human learning is, at best, but an empty and a useless gift.

Examples of the scientific character which the mechanical and manufacturing arts are daily assuming among us, and of the marvellous concurrence of sciences which minister to each particular art, present themselves every where. Not less remarkable is the connection and dependence which may be seen growing up between the different branches of the arts and manufactures themselves; in short, it is not difficult to perceive that all the expedients of mechanical and manufacturing art are fast referring themselves back to common principles of science, and taking the stamp of their common parentage. We have but to enter the walls of a manufactory or a workshop in which one of the thousand mechanical trades of this great metropolis is carried on, to find in operation not only that particular process of art whence results the staple produce of that manufactory or trade, but a hundred others subsidiary to this, and the profitable appreciation of a whole host of acknowledged principles of science, or the expensive neglect of them. If, then, from the manufactory we direct our steps to some great work constructed for the public convenience—a bridge, a canal, a dock-yard, a harbour, or a railroad, we find that every step in its construction manifests the useful exercise of scientific skill or the prejudical disregard of it.

It is, then, manifestly a thing of vast importance to an enterprising, a manufacturing, and a commercial community like ours, that the education by which our youth are introduced to the active occupations of our arts and manufactures, to those various commercial and professional pursuits which are related to these, and to the direction of our public works, should embrace as an essential, a first, and principal element, instruction in the great principles of practical science.

That this is not the character of the education which our youth destined to this career in life now receive must be apparent to every one who has given any attention to the subject. If practical science now find its way to the young mind at all, it is, perhaps, under the diluted form of one of those many recent works of (so called) popular science, in which the intellect finds no resting-place, knowledge no foundation, and practice no fulcrum, as it is under the meretricious favour of some popular lecture, the relaxation rather of graver studies than an important and a compulsory part of the very business of education itself. The scientific attainments thus formed are of necessity inadequate to the purpose to be effected, and if they turn to ashes in the mouth of the practical man, it is not to be wondered at. Under these circumstances, the establishment of a new department of King's College, proposing to itself the systematic development, through a course of two or three years, of the great principles of theoretical knowledge as applied to civil engineering and to manufacturing science in its various departments—offering, in short, to the student that ground-work and foundation of physical science on which the whole superstructure of the manufacturing, mining, and engineering interests of the country claim to be elevated, cannot but be looked upon as a matter of national interest and importance.

The names of the various professors already engaged in this undertaking constitute a sufficient pledge for the character of the instruction they will give; and, by a recent decision of the council, it appears that one, if not two others—men versed in the actual applications of science to practice—are to be added to their number, and to give instruction exclusively of a practical nature. A judicious arrangement has moreover been made, by which the students of this department will obtain access to a long list of manufactories and public works carrying on in the metropolis and its neighbourhood—a list which will, it is expected, eventually include the representative of each individual art or process of manufacture.

The inspection of these is to be made at a certain stage of the progress of the student in a prescribed order, and under the direction and superintendence of competent teachers; it is, moreover, to be associated with a systematic course of reading in arts and manufactures, and to be followed by written examinations. A prejudiced and, perhaps, in some cases, an interested opposition will possibly be raised against this useful institution, and be encouraged, no doubt, by the success which has attended it.

Much will be gravely said of the importance of practical knowledge to the engineer. So far as it is meant by this to imply the absolute necessity of uniting with a knowledge of scientific principles extensive experience and practice in the application of them, it cannot but receive the full concurrence of every enlightened and intelligent mind. The meanest art or trade can no more be successfully exercised without the experience or practice of it than the greatest; and this remark no more applies to the occupation of the engineer than it does to that of the baker who would rasp a penny roll, never having before practised the operation, or the surgeon who, relying upon his knowledge of the anatomy of the part, would amputate a limb, never having before wielded the scalpel. So far, however, as it implies the possibility of exercising any scientific profession without a careful study of the science of that profession, it is ridiculous; as well (to carry on the allusion) might a difficult operation in surgery be expected to be skilfully performed in ignorance of the anatomy of the part operated upon. True, there are periods in the history of every art, before the science of that art is attained to, when the whole accessible knowledge of it—if knowledge it can be called—may be considered as included in the practice of it. There was, for instance, a time when the whole mystery of the chirurgical art resided with the barber, and was comprised in that practical skill which he had leisure to acquire in the double exercise of his craft. A like period may, no doubt, be traced in the history of the manufacturing arts and of civil engineering—a period when they might be practised with comparative success by unlearned and uneducated men. That period of their infancy is, however, already passed, and every day's experience brings before the public fresh evidence of the necessity of that well-tempered quality of mind, those sound attainments, and that judgment which nothing can give but enlightened experience, based upon a profound and systematic education specially directed to professional pursuits.

It is in vain to urge the example of uneducated men, who, in an earlier stage of engineering science, succeeded, by the exercise of extraordinary talents, in raising themselves from an humble station to great eminence and distinction. Some of these men, impelled by the want of it, have in after-life achieved a considerable amount of scientific knowledge, and have owed their success mainly to the acquisition; and there is not one of them who would not have felt his resources doubled by an early scientific education, and who would not have acknowledged the fact.

STEAM FROM GLASGOW TO NEW YORK.—The merchants and manufacturers of Glasgow intend to try steam navigation to New York. They meditate, it is said, the building of an iron vessel of very large dimensions, and great steam power, to ply regularly between the Clyde and the Hudson.

MINING CORRESPONDENCE.

ENGLISH MINES.

EAST MULBERRY HILLS MINING COMPANY.

Lanivet, near Bodmin, Jan 22.—It is some time since I sent you a report, as I have been waiting the completion of the steam-stamps, and also a trial of the work, so far as a month may be considered to be so; however, it has proved rather unfortunate, as we have been greatly hindered with tremendous storms and floods of rain, which not only detained us one week out of four in dressing, but the water went down the mine, filled the twenty-four fathom level, and, rising to the eighteen, stopped ten men from working in some of our best places; yet, with all these disappointments, we returned nearly three tons of tin, which was but little short of the expenditure for the month in which it was dressed; and if we had a burning-house, so that we could take out the mundic, I have no doubt but it would have met the cost; so that upon the whole, and considering it the first month, our floors not being in order, and other disappointments, meeting the cost to about 30*l.*, is full what could be expected. This month we shall return little short of four tons, if any thing; and I should not forget to remark, that we are not working one-half of the mine, nor but one place at the eighteen fathom level, where the old men say they rose the greater part of their tin; the other places being the back and bottom of the twenty-four fathom level, which is now under water, and will require an outlay of 300*l.* to clear up the deep adit shaft, and to drive a cross-cut to the branches between the twenty-four fathom level and the forty-two, and then, I believe, we shall return a handsome profit to the shareholders. If we can a little more than pay our cost at the shallow level of the sixteen fathom from the surface, where the old men left, I think it very well, and have no fear, by the time we have accomplished the proposed work, we shall see sufficient to induce the shareholders to sink below the deep adit, which I have been all through, and from what I can see there of the size of the branches, they are larger than they are shallower, and have the appearance of falling together in twenty or thirty fathoms deeper, and forming a large lode. The end driving west, at the sixteen fathom level, at present is poor, being much corrupted with iron; but the two ends going east, at the same level, are looking well, and also the stopes are as well as for some time past. We have now twenty-eight heads at work, and an axle prepared for twelve more; after this is accomplished, we shall be able to supply the forty heads well. WILLIAM HOOPER.

GWINEAR MINING COMPANY.

Jan. 19.—The thirty fathom level east is producing good stones of tin. The rise, in back of said level, good branches of tin. In the twenty-fathom level east the lode is ten inches wide; we have broken from this end, the past week, fifty sacks of tin stuff, worth 2*l.* per sack of eleven gallons. In the twenty fathom level, on copper lode, no alteration. We shall sell a little tin about 10th February. C. H. RICHARDS.

ST. HILARY MINING COMPANY.

Jan. 19.—In the engine-shaft the lode is two feet wide, with a branch of ore on the south part four inches wide. In the seventy fathom level east the lode is eighteen inches wide, orey throughout. In the rise, in back of said level, the lode is eight inches wide, good ore. I expect to communicate this rise with the winze in bottom of sixty fathom level on Monday. In the sixty fathom level east the lode is eighteen inches wide, orey throughout. In the winze, in bottom of sixty fathom level, the lode is ten inches wide, very good ore. We have postponed our sampling until the first Tuesday after the first Saturday in February; we formerly sampled in a week, when the sales were very large. We hope by this alteration to obtain a better price for our ores, and sample all the ores we break to end of January. C. H. RICHARDS.

TAMAR SILVER LEAD MINING COMPANY.

Jan. 21.—The engine-shaft is now sunk nearly seven fathoms under the 135 fathom level, and the lode continues a foot and a half in width, and to yield silver lead ores. Going south, at the 135, 105, and 95 fathom levels, not the slightest alteration has taken place since my last. Going south, at the eighty-five fathom level, the lode continues large, and very promising and productive. The men in the seventy-five end have holed to the sixty-five fathom level, and they will immediately resume the driving of that level. We have sampled to-day a parcel of silver lead ores, computed fifty-nine tons, for sale by tender, on Wednesday, the 30th inst., on the usual conditions—samples of which are forwarded to the several smelters. M. JAMES.

EAST WHEAL STRAWBERRY MINING COMPANY.

Jan. 21.—The ground in the engine-shaft is not improved since last reported, but we are in daily expectation of getting through this hard stone, as the ground in the twenty-four fathom cross-cut, driving towards it, continues favourable. The pitches in general are much as usual, and suppose there will be about three tons of black tin ready for sale by the close of the week. FRANCIS EVANS.

TINCROFT MINING COMPANY.

Jan. 16.—I beg to say, by way of report, that the 142 fathom level east and west continues to produce good work for tin, with some copper ore—west end rather improved. The 132 west, and pitch in the bottom, same level, remain stationary, yielding good work for tin. The 120 east and west are also much the same as usual. We have still a good lode in the 110 east, and stopes in the back of the same level, where we have put men to work in the past week. The 100 fathom level (which has been suspended for some little time in consequence of having more than the whim could discharge), I hope shortly to set to work again. The pitches in the back of this level have still a good appearance (for tin more especially). The water becoming too powerful in the winze sinking under the eighty-one, we are obliged to suspend it, and put the men to rise against it from the ninety, suspending the ninety for the time for want of air, till the rise be communicated to the winze. The eighty-one end is producing fair quality work for tin, as do also all the pitches in the back of the same level. We are now in course of sinking a winze from the seventy-two, on one of the pitches in the back of eighty-one, and as we have a good lode in the winze and in the pitch on which the winze is being sunk, I feel persuaded it will continue through. The pitches at and above the seventy-two are looking very promising for tin. On the whole our prospects are good for tin, and I think we shall do better for copper in a short time. Part of our tin sold yesterday will be delivered to-morrow. I hope to be able to send you copy of tin bills with my next. We have sampled this day 123 tons of copper ore. I expect to sample a greater quantity next. WILLIAM PAUL.

POLBREEN MINING COMPANY.

Jan. 19.—We have sunk Vice's Flat engine-shaft nine fathoms one foot six inches below the twenty-two fathom level, and hope to complete it to a thirty-two fathom level by the end of February next. At the twenty-two fathom level driving west, on Durcas's lode, it is at present becoming small, and producing a little tin. The back of this level, which was worked as a tribute pitch, is by no means so encouraging as when we set it last setting-day; the ground particularly being so very hard, is much against us. At this level (twenty-two), going east, the ground appears to be getting more favourable, and the lode, we consider, is in an improving state, yielding some good stones of tin. At the twelve fathom level, west of Williams's shaft, the lode is about nine inches wide, impregnated with tin and a great deal of mundic. At Stainsby's, or the north part of the mine, we have thought proper to suspend the driving of the twenty-five fathom level south cross-cut, and have removed the same men to drive further west on the course of Mortimer's lode, at the fifteen fathom level, as we are of opinion that we have not given that part a fair trial. We sold last Wednesday the following parcels of tin, the amount of which I remitted you by that post.

Cavedras-house, Jan. 16, 1839.—Polbreen Adventurers' Tin.

	Cwt.	qrs.	lbs.						
No. 1.	18	3	10	at £56	5	0	.....	£52	19 8
„ 2.	16	3	11	„ 54	0	0	.....	45	9 9
„ 3.	12	3	5	„ 44	12	6	.....	28	10 11
								£127	0 4

Calenick.

	Tons	cwt.	qrs.	lbs.						
No. 1.	1	0	2	15	at	56	5	0	.....	£58 0 7
„ 2.	0	18	3	15	„	54	0	0	.....	50 19 8
										£109 0 3
Cavedras									.....	127 0 4
Total									.....	£236 0 7

RICHARD ROWE.

REDMOOR CONSOLIDATED MINING COMPANY.

Callington, Jan. 21.—Johnson's Flat-rod engine-shaft is sunk ten fathoms below the sixty fathom level, and, by the close of the ensuing week, we hope to be sufficiently in depth for a fork, which is about three feet, when we shall with all speed perform every necessary work in the shaft, so as to commence to open on the course of the lodes. The appearance of the lead lode in the shaft is much as hitherto, about one foot big, good for silver lead ores. In driving east, on Johnson's lode, at the sixty fathom level, nothing new can be reported. In stoping the back of this level the lode is about seven inches in width—saving work for tin. Johnson's whim-shaft is sunk four fathoms five feet below the fifty fathom level, and expect this week to communicate the said shaft with the rise in the back of the sixty fathom level. In the fifty fathom level north the lode is from six to eight inches in width, producing some good work for silver lead ores. The lode in the north end, at the forty fathom level, and also that of the south, has a favourable appearance, yielding a little lead ores. At the north mine, in driving east, at the twenty fathom level, the character of the lode is without material alteration; the ground is more favourable for driving than hitherto; and should it continue speedy, we anticipate shortly to intersect the silver lead lode, an object which we are very desirous to see in this part of your establishment. In reference to the tribute department, some of our pitches in the past month have rather fallen off in quantity, but at present they have a more promising appearance. The deficiency of our present sampling may, however, be more especially attributed to the suspending of the sixty fathom level, and also the rise in the back of the same; and, further, we have been subjected this month to many misfortunes in the breaking of the flat-rods, bursting of the boiler, &c., which has greatly impeded the sinking of the engine-shaft, and also prevented the men at the bottom levels working their bargains, either tutwork or tribute. On Friday last, the 18th inst., we sampled two parcels of silver lead ores, computed 29 tons (21 cwts.) 1 cwt. 3 qrs., viz.:—No. 1, 13 tons 16 cwt. 1 qr.—No. 2, 14 tons 6 cwt. 2 qrs. per 21 cwt. dry weight, of good quality. We anticipate our next sampling will far exceed that of the present. SAMUEL HARPER.

HOLMBUSH MINING COMPANY.

Stoke Climsland, Jan. 21.—The ground in the cross-cut going north of the engine-shaft, at the 100 fathom level, is not quite so favourable for driving as hitherto. Driving west of the engine-shaft, at the eighty fathom level, the lode appears to be improving; is from eight to ten inches wide, and worth about two and a half tons per fathom. Driving west, at the seventy fathom level, we see but little alteration; the lode is still worth about one and a half ton per fathom. Driving west, at the seventy fathom level, on Flap-jack lode, no important alteration; the lode still continues large, from three to four feet wide, and producing stones of copper ore, but not rich. The lode in the sixty-two fathom level west is a good course of ore, about three feet wide, and worth from three to four tons per fathom. The lode in the stopes, at the back of this level, is from twenty inches to two feet wide, and worth from four to five tons per fathom. Driving west, at the fifty-two and forty fathom levels, the lode appears at present to be much disordered by a cross-branch making through it; but up to within a few feet of the present ends, the lode has been very good, and it is our decided opinion, before long, we shall find it to assume its former productive appearance. The lode in the stopes, at the back of the fifty-two fathom level, still continues to exhibit its productive appearance; is from two to three feet wide, and worth about six tons per fathom. The lode in the thirty-five fathom level west is much as last reported. Our tribute pitches continue in general to look well. We intend to commence our sampling on Monday next, and, according to calculation, she lives in about 150 tons. F. PHILLIPS.

UNITED HILLS MINING COMPANY.

Redruth, Jan. 22.—Nothing done in the twenty-five fathom level, men engaged at surface. In the thirty-five fathom level the lode is eighteen inches wide, with stones of ore. In the adit level the lode is two feet wide, producing a small quantity of ore. In the ten fathom level the lode in the winze is two feet wide, good for ore. In the twenty fathom level the lode is eighteen inches wide—six inches on the north part ore of good quality. In the twenty-seven fathom level the lode is two feet wide, poor. In the eastern shaft, under the thirty fathom level, the lode is two feet wide, coarse in quality. The lode in the thirty-six fathom level driving east is two and a half feet wide, orey throughout, but not rich. In the western end the lode is fifteen inches wide, producing but little ore. In the forty fathom level, in the eastern end the lode is three and a half feet wide—two of which producing ore of a fair quality. In the western end the lode is three feet wide, but rather coarse in quality. The lode has been broken in Williams's shaft during the past week. C. PENROSE.

PERRAN CONSOLIDATED MINING COMPANY.

Jan. 21.—Windus's flat-rod engine-shaft is sunk below the fifteen fathom level six fathoms three feet, and the ground continues favourable for sinking. At the fifteen fathom level, Anthoney's lode, going west of the engine-shaft, is about three feet wide; its underlay is regular, and the appearances kindly, being composed of a soft spar, mundic, spots of copper, and some stones of lead; the ground about it appears a congenial strata of lead. At this level, driving east of engine-shaft, the lode is also large and very promising, and, I am happy to say, is producing some rich work. The new pitch set last setting-day to six men, at 2*l.* per ton, about this level (fifteen), is answering well, and the men are raising a fair quantity of very good work. In the other parts of the mine I see nothing new to notice. R. ROWE.

TREVORGUS MINES.

Our engine-shaft is nearly completed to the forty fathom. We have one foot more to sink thirty fathom levels north and south; we have begun to cut in east; we have the capels, but not the lode as yet. Our twenty-four fathom level north is still looking very promising. Ten fathom north from Guerney's shaft is improved; we have broke some good stones of lead here this week. In the deep adit the south lode is still disordered. We have weighed in for December seven tons of lead. B. OPIE.

TRELEIGH CONSOLS MINING COMPANY.

Jan. 29.—I have this day been underground, through every part, and find we have nothing particularly new to mention—some levels are looking better, and others not quite so well as last reported. The pitches are also without much alteration; the 4s. one continues to produce good ore, and will set again at or about the same tribute for next month. Our sampling will be as usual, the first Wednesday in February, and I hope to have about eighty tons of better quality than any we have yet sampled. W. SINCOCK.

CORNUBIAN MINE.

Chiverton, Jan. 22.—Our forty fathom level east, on the south lode, still continues good. We have lead in the same level west, on Chiverton lode, but not rich. At the thirty-two fathom level west we have a very good lode. At the twenty-four fathom level east we have this last week a better lode than ever we had before in this level. There are three pitches in the back of this level, and the western pitch men have driven south nearly three fathoms on speculation, and they have cut a lode two feet wide, rich for lead; if this lode continues east and west (as it promises) it will increase our monthly raisings greatly. The twenty-four fathom level west is poor at present. The sixteen fathom level west is not improved, as I expected it would, but still I have an unshaken confidence that this level will yet turn up well. We have now dressed 29½ tons, undressed 11 tons, and broke underground 4 tons. I hope we shall go above thirty-five tons on Saturday next for sampling. J. HORLAKE.

WEST WHEAL JEWEL MINING ASSOCIATION.

Jan. 21.—Buckingham's engine-shaft is now in regular course of sinking under the twenty fathom level, and the rise against it, from the thirty being in favourable ground, we hope to communicate the same in about six weeks' hence. The thirty fathom level east, on the south branch, we continue to drive on the south side of the lode, and cut it out in different places, and we find it continues good black ore. The orey part will be taken down shortly. Our tributers are working regularly, and getting fair wages. Driving west, on the north branch, we find the lode about eight inches wide, spar and yellow ores. At Wilkinson's engine-shaft the lode is about two feet wide, composed of spar, peach, and mundic—producing good stones of grey, black, and yellow ores. M. WILLIAMS.

FOREIGN MINES.

BRAZILIAN COMPANY.

Cata Branca, Nov. 14.—You will observe that, as I expected, the small quantity of stone from the engine-shaft has improved the gold report. Unquestionably the lode is improving as we gain in depth, both in size and quality. However, to make it a matter of certainty, and not of opinion, I purpose, if no great lets and hindrances occur, sinking some fathoms as quickly as possible. The new stamping-mill advances slowly, but, as I have previously observed, it will be in time for the adit, and before that is holed it cannot be kept supplied.

Gold return for week ending 9th November, 13lbs. 7oz. 5dwts.

The following letter relates to Conceiçao:—

Nov. 14.—My last letter, under date the 14th ult., informed you that I had desired Senhor Paula Santos to acquaint the Conceiçao proprietors with the difficulties which had been encountered, in our endeavours to reach the fundoes, of the abandonment of the level which those difficulties had made necessary, and to ascertain what alteration in the terms they would be disposed to make in consequence.—I have now to report Senhor Paula's return, after a fruitless effort to effect any change whatever in the original contract, except in point of time, of which they expressed themselves ready to allow any reasonable period.—Under these circumstances, and the conviction that either of the only methods by which a satisfactory examination of the fundoes could be made, would require a similar sum to that already expended, and at least eighteen months, I have decided on not commencing so heavy an undertaking without your directions to that end. In the meanwhile I shall transfer all to the Cata Branca establishment, with the exception of enough to reach the line by the cross-cut from the old air-shaft, and afterwards prove it both east and west; should it be found rich our course will be clear enough. If but sufficient to pay the continuing an economical exploration of other parts of the property be found, I shall continue; on the contrary, if the line proves poor, I shall cease working, availing nevertheless of their offer of time, so that should you decide on seeing the fundoes it may be done.—You will observe by the mining captain's report that the hard bar of ground in the cross-cut has been got through, and as we know that no other difficulties exist, the reaching the line in about a month may be relied on. Captain Scott informs me the clay (a stratum of which you are aware runs some twenty fathoms on the footside the formation) is considerably flatter than westward, which fact I am rather inclined to hope a favourable indication.

W. COTESWORTH.

CANDONGA MINING COMPANY.

Candonga, Nov. 1.—*Mina Mestre Shaft.*—The continuation of the level from the bottom of this shaft has been driven on the course of the cross-course north eight and a half fathoms during the month; after driving at the upper side of the jacotinga, we discontinued driving the level south; on the same cross-course (ten fathoms during the month) we cut the Mina de Pedra branch on the western side; although there is no gold, it looks promising, having the same appearance, as we find, when it cuts rich. The quantity of water flowing from the lode is in proportion to that which came from the old bottoms. Since we cut the lode the water has ceased to flow over the old bottoms, and is now beginning to sink a little; but as we advance on the course of the lode it will increase. By drilling I find we still have to drive six fathoms on the course of the branch before we arrive under the dip, or the run of the orey ground. It may be asked why we did not point our cross-cut in such a manner as to reach the orey ground more directly? In reply to this, I must call your attention to the general system of our working, viz., the ground having been found so exceedingly hard between the branches, we were on the course of the cross-courses until we discovered soft branches, then we advanced on these channels towards our object.

Deep Shaft.—In driving on the cross-course, in search of the lode, we have communicated to old workings; seven fathoms have been driven during the month.

Thirty-seven Fathom Level East.—Seven and a half fathoms driven within the month; the lode is large, but does not yield any gold.

Deep Adit.—The ground being hard to the left, prevents us driving in a direct course: six fathoms have been driven during the month. J. DALLEY.

Nov. 3.—The delay of the weekly report until too late for the post, was occasioned by my wish to communicate any favourable information that might result from the labours of the men in each succeeding course. I must beg leave to refer you to what was said on the 13th October; comparing the two, I think that you will discover but a very trifling difference. The reports vary in no material degree—and as to any comments of mine, you will see that I had nothing to offer in addition. In speaking of the monthly report, which is now handed to you, I have to observe, that there is a manifest improvement. It will be seen that the lode, though not auriferous at present, induces us to anticipate its being so shortly, from the appearance of stopes, which we recognise as the forerunners of gold in the beginning of our success. To have found the lode twisted, turned, and heaved as it has been, is no little matter, but to have discovered it wearing a favourable aspect, is surely encouraging. Again, the water increases in the end and falls in the old bottoms, indicating our gradual approach to the point which we wish to gain. We cannot by any means decide until such progress shall have been made as to afford us the opportunity of examining the lode under the cross-courses. What keeps back the water in the bottoms? Certainly no change in the lode itself, but the appearance of what, in plain language, may be called these occasional formations. Why are we invited to expect a renewal of favourable returns? From the fact, that as we advance we diminish the body of the cross-course, the water increases, and the lode looks more kindly. The general system of our workings is explained in the report. You are already aware that we have never obstinately followed a particular line for the sole purpose of accomplishing a straight and handsome level; our aim has universally been economy of time and materials—the effect has been economy, as the word is commonly received.

Total up to 2d October, 38 lbs. 9 oz. 10 dwts. 22 grs.—Ditto to 2d Nov., 9 oz. 3 dwts. 5 grs.—Total, 39 lbs. 6 oz. 14 dwts. 3 grs.

A. F. GOODRIDGE, M.D. E. W. J. LOTT. F. W. HAGAN.

DEAN FOREST MINING COMMISSION.

The commissioners held on Friday a public sitting, for the purpose of proceeding on the hearing of complaints, when the cases of Messrs. Trotter, Thomas, and Co., Mr. Teague, and the Messrs. Hawkins, severally against Mr. Mushet were heard. The subject, however interesting to the parties concerned, would not have much attraction for the public. The point aimed at by the complainants was the restraining of Mr. Mushet from proceeding with certain portions of his works, until the final adjustment of the meres and bounds. This, we have since heard, has been partially effected.

On Monday the commissioners took into consideration the claims made to works in the vicinity of Ruardean and Newnam Bottom, and entered into the objections respectively made. In the course of their proceedings, they promulgated a decision which will have the effect of considerably diminishing the number of claims. It was, that all applications for gales which had not been acted upon, and on which no expense had been incurred, must be at once considered as null and void. This decision is founded on the 38th and 39th clauses of the Dean Forest Mining Regulation Act.

On Tuesday the commissioners heard the complaint of the Dean Forest Iron Company against Mr. Jackson. The gist of the complaint was, that the company has a pit in the neighbourhood of Coleford under a gale, within 150 yards of which Mr Jackson has for some months been sinking another pit, and has reached the iron. The commissioners were called up to stay these proceedings as an infringement on the old gale. Mr. Jackson's defence was under the 39th clause, by which all applications were to be allowed which did not interfere with "legally existing gales, which had been reasonably proceeded with." The John Pit had been unworked for upwards of eighteen years, and could not be considered either as a legally existing gale, or as having been reasonably proceeded with.

Mr. Barton complained of Mr. Protheroe for extending one of his works in such a manner as to interfere with the site of an old gale which he had purchased. There was no dispute as to the facts, but Mr. Buddle interrogated Mr. Barton as to the mode in which he proposed to work his gale if allowed, in such a manner as to induce the belief that the commissioners are of opinion that there is little real value to be attached to such gales. The question is an important one, and the principal point, indeed, for which the Act was passed. Should the commissioners decide that old gales which were not worked because the proprietors of adjacent gales, with superior wealth, could intersect them by narrow headings, and other ruinous proceedings, are to be at once treated as of no value, they will be deciding against that poorer class of free miners whose interests the Act was intended to protect, directly in opposition to the spirit of the Act, and, as every lawyer says, to its letter.

On Wednesday the claims round Westbury Brook were gone into, and afterwards the commissioners intimated more decidedly than they had previously done on a point which they had previously touched upon, viz., "What constitutes a gale?" Mr. Buddle stated that he and Mr. Sopwith had come to the determination that no gale should be allowed where the gale was in arrear for six years, but that their colleague, Mr. Probyn, dissented from them, and considered the non-payment of galeage rent for any period ought not to prejudice a gale. Mr. James and Mr. Whatley contended strongly against the decision of the majority of the commissioners; and it is but justice to state that they had been preceded in their remonstrance by Mr. Clarke, on the previous Friday, who had protested against the doctrine in the case of Hawkins's. The free miners are especially aggravated at this view of the foreign commissioners, and will not acquiesce in it.

On Thursday the commissioners held no public meeting, having to prepare their decisions on the points contested before them.—*Gloucestershire Chron.*

ARTESIAN WELLS.—On Thursday week, at the meeting of the St. Pancras vestry, Mr. Vigors, M.P., in introducing a motion requesting every individual member of the board to sign a recommendation to the parishioners of this extensive parish to support the principle of a pure and cheap supply of water by artesian wells, took occasion to advert to a statement lately put forward by the New River Company, on the occasion of an appeal against the increase of their assessment. This statement set forth "that they had expended 8000*l.* in sinking an artesian well in the reservoir, Hampstead-road, which had turned out a perfect failure." Mr. Vigors, in refutation of this, put forth the statement of Mr. Paton, the projector of artesian wells, showing that "that sunk by the New River Company in the Hampstead-road, with a twenty-horse power engine and two eleven-inch pumps, had been producing, night and day, 6,359,400 gallons weekly, which had been pumped into the common sewer, and which, calculating there were 13,000 houses in the parish, would supply to each house no less than 498 gallons per week." In support of this Mr. Vigors read a letter from a Mr. Marshall, who worked the well in question, and which begged to corroborate Mr. Paton's statement in every particular. Mr. Vigors stated that the public were not indebted to the New River Company for any discovery in the artesian principle, as he held in his hand a map proving that there were 176 artesian wells between Hyde Park-corner and Whitechapel, thirty of which produced each 30,000,000 gallons weekly. (Mr. Vigors here produced a map of London to the vestry, with holes perforated, showing the relative positions of the various artesian wells, together with an index describing the amount of their produce.) Mr. Vigors concluded by stating that out of the members of the Marylebone vestry, no less than eighty-five had already approved and signed the recommendation, and he hoped there was not a member of that vestry but would do the same. Mr. Houghton, in seconding the motion, said although he did not believe the globe was such a floating concern as had been represented, yet he thought there was no doubt of a sufficient and beautiful supply to be obtained, and if it was only to destroy the arbitrary powers of the present water companies, as well as their monopolies, it was well deserving of support. Mr. Cope and other gentlemen having also addressed many powerful arguments in favour of the artesian principles, the motion was carried nem. con.

On the 1st of February will be published, price Sixpence, the First Number of the Fifth Volume of

THE MINING REVIEW:
A MONTHLY RECORD OF
GEOLOGY, MINERALOGY, AND METALLURGY;
and will contain, besides the usual Original Articles, Reviews of Scientific Works, Foreign Extracts, Proceedings of Scientific Bodies, and Miscellaneous Intelligence, a very important article on the STATISTICS OF THE IRON TRADE.

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THE MINING JOURNAL
AND COMMERCIAL GAZETTE,
the only Newspaper exclusively devoted to Geology, Mineralogy, and Metallurgy; combining therewith Reports of the Proceedings of Public Companies, Correspondence from the English and Foreign Mining Districts, Sales and Purchases of Ores, Prices of Shares in Mines, Railways, Joint-Stock Banks, Canals, &c., with Parliamentary Summary, London Gazette, and much original and interesting Scientific Intelligence, &c.; forming an invaluable record of every occurrence relating to
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The Advertisements inserted being confined to prospectuses of new companies, notices of meetings, calls, and dividends, or other matters intimately connected with the capitalist, as also sales of mineral property, form an interesting feature in this publication.

The MINING JOURNAL is published at Two o'clock every Saturday afternoon, at the office, 12, Gough-square, Fleet-street, London, price Sixpence, and may be had of all booksellers and newsvenders in town and country.

PHILLIPS'S MINERALOGY.—New Edition.
This day is published, in one vol. post 8vo., price 12s. in bds.

AN ELEMENTARY INTRODUCTION to MINERALOGY; comprising a Notice of the Characters and Elements of Minerals; with Accounts of the Places and Circumstances in which they are found.
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Fourth Edition, considerably augmented,
By ROBERT ALLAN, F.R.S.E. M.G.S.L. &c.
London: Longman and Co.; J. G. and F. Rivington; Whittaker and Co.; T. Tegg; Simpkin and Co.; and C. Tilt.

LONDON AND CROYDON RAILWAY.
1, Bank Buildings, January 25, 1839.
At a Special General Meeting of proprietors, held at the London Tavern, on the 23d instant, among other resolutions the following were passed, relating to the holders of Scrip, viz.:—

Resolved, That it is expedient to raise a further sum of money not exceeding £70,000, by a creation of new shares of £20 each, at the price of £10 10s. per share, payable in the several sums and at the several times following, that is to say,

£4 0 per share on or before the 9th day of February next.
3 0 per share on or before the 13th day of March next.
3 10 per share on before the 12th day of April next.

2. That every holder of scrip receipts who shall have duly paid the same in full, and shall have delivered up the scrip receipts, on or before the 31st of January instant, to be duly registered, shall have the option, until the 2d day of February next inclusive, of subscribing for one new share for and in respect of every two shares which every such scripholder may on the said 31st of January have registered in his name; provided, however, that if more than the number of shares required for raising the sum of £70,000 under such option be subscribed for, the subscription of each subscriber shall be rateably reduced, so that the whole number of shares to be created, and no more, may be apportioned among the subscribers according to their several subscriptions.

3. That the shares (if any) which shall not be subscribed for under the option allowed by the second condition, shall be allotted by the Directors to those Proprietors who may on or before the 2nd day of February apply for any shares which may be so unsubscribed for, such remaining shares to be allotted pro ratâ according to the number of shares applied for by each such Proprietor.

With other particulars, which may be had at the Company's Office.
R. S YOUNG, Secretary.

PUBLIC COMPANIES.

MEETINGS.

Great Wheal Charlotte Mine	George and Vulture	Jan.	28	3.
London Caoutchouc Company	Guildhall Coffee-house		29	12.
Australian Agricultural Company	12, King's Arm's-yard		29	1.
Ratcliff Gas-Light and Coke Company	London Coffee-house		29	2.
Phœnix Gas-Light and Coke Company	London Bridge-house-hotel		30	1.
United Mexican Mining Association	London Tavern		30	1.
General Mining Association	52, Old Broad street		31	1.
Candonga Mining Association	Office, 9, Nicholas-lane		31	1.
Anti Dry-Rot Company	London Tavern		31	12.
Wheal Elizabeth Mine	Mr. Fratchett's office, Liverpool		31	12.
Imperial State Company	2, Adelphi-terrace		31	12.
Patent Dry Gas-Meter Company	10, Broad-street-buildings		31	1.
Hull and Selby Railway	Town hall, Hull	Feb.	1	12.
London and Birmingham Railway	Dee's Hotel, Birmingham		1	11.
East Wheal Strawberry Mining Co.	2, St. Mildred's-court		1	1.
East Mulberry Hills Mining Company	Clarendon Rooms, Liverpool		4	12.
Glasgow, Paisley, Kilmarnock, & Ayr R.	Glasgow		7	12.
Hibernian Mining Company	6, Austin-friars		8	1.
North Midland Railway	London Tavern		8	12.
Royal Polberou Consols	George and Vulture		11	1.
Great Western Railway	7, Princes-street, Bank		12	11.
Maryport and Carlisle Railway	Mr. Gragg's, Aspatria		12	12.
Rock Reversionary and Loan Company	71, Cornhill		13	12.
Duke of Cornwall's Harbour Company	London Tavern		13	1.
Cornubian Lead and Silver Mine	London Inn, Devonport		18	12.
London and Westminster Bank	Lothbury	March	6	1.

CALLS.

Gravesend and Milton Cemetery	1l.	Jan.	28	Spooner, Attwood, and Co.
Wheal Wallis Mining Company	10s.		31	Manchester&L'poolDistrictBk
Treleigh Mining Company	7s. 6d.		31	Vere, Sapte, and Co.
Mexican and South American Co.	1l.		31	Barclay and Co.
Wheal Mary Consols	5s.		31	Hodge and Norman, Devonp.
Equitable Reversionary Interest	4l.	Feb.	5	Coutts and Co.
Chester and Crewe Railway	10l.		9	Jones, Lloyd, and Co.
Birmingham and Derby Junction	10l.		9	Glyn, Hallifax, and Co.
Canada Company	2½l.		12	Masterman and Co.
Hull and Selby Railway	5l.		13	As former calls.
London and Brighton Railway	5l.		18	As former calls.
South Australian Company	5l.		20	Ladbrokes and Co.
Rio de Anoil Gold Stream Works	10s.		20	Martin, Stone, and Co.
Rhymney Iron Company	5l.		28	7, Laurence Pountney-lane.
Cambrian Iron and Spelter Co.	2½l.	April	15	London Joint-Stock Bank.

DIVIDENDS.

National Patent Salt Company		King's Arms yd.	Jan.	22.
European Gas Company	Half-yearly	Finsbury circus	Feb.	1.
Wine Consumer's Association	5 per cent.	Gt. Marlboro' street.		—.

MEETINGS OF SCIENTIFIC BODIES.
IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
Entomological	17, Old Bond-street	Monday	8 P.M.
Society of Arts	Adelphi	Wednesday	7½ P.M.
Scientific Society	Charlotte-st., Bloomsbury	Thursday	8 P.M.
Royal	Somerset House	Thursday	8½ P.M.
Antiquaries	Somerset House	Thursday	8 P.M.
Civil Engineers	1, Cannon-row	Tuesday	8 P.M.
Royal Institution	Albemarle-street	Friday	8½ P.M.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.

PRICES OF MATERIALS IN CORNWALL
AS SUPPLIED AT THE PRINCIPAL MINES IN THE FOLLOWING MONTHS.

	9 & 10		11 & 12			9 & 10		11 & 12	
Common iron, per cwt.	10s	0d	10s	0d	Ditto machine	13s	0d	13s	0d
Half-inch square ditto, and					Iron-wire ditto	3	0	3	0
five-eighths	11	0	11	0	Iron-wire work, per foot	[illegible]	4	[illegible]	6
Best tough whim chain	30	0	30	0	Board nails, per cwt	19	6	19	6
Boiler plates	14	6	16	0	Half-board ditto, per 1000	3	0	3	0
Hoop iron	13	6	14	0	Hatch ditto	6	6	5	6
Nail rods	12	0	12	0	Half-hatch ditto	2	6	2	6
Miners' shovels	31	0	32	0	Linseed oil, per gallon	3	4	3	4
Charcoal iron	15	0	15	0	Rape ditto	3	7	3	9
Gunpowder, per 100 lbs.	58	0	58	0	Pitch, per foot	1	[illegible]	1	[illegible]
Leather, per lb.	2	0	2	0	Pine,	1	6	1	6
Coals, per ton, at quay	14	6	14	6	Sheet lead, per cwt.	24	[illegible]	24	0
Candles, per dozen lbs.	6	4	6	6	Barrow bends	10	0	11	0
Tallow, per cwt.	50	0	5[illegible]	[illegible]	H 2 steel (112lbs.)	52	0	52	0
Ropes	36	0	40	0	3s. nails	19	6	19	0
Flat ropes	38	0	42	0	Pick hilts	1	0	1	4
Hemp	0	4	0	4½	Shovel hilts	1	0	1	0
White yarn, per lb.	0	4½	0	4½	White ground lead	32	[illegible]	32	0
White rope	0	4½	0	5½	Red lead	26	0	26	6
Brass-wire sieves, each	4	0	4	4	Best rolled iron	11	0	11	0

*** The figures at the top of the columns refer to months—as 9 Sep., 10 Oct., &c.

METEOROLOGICAL JOURNAL, 1839.

Jan.	Thermometer	Barometer		Jan.	Thermometer	Barometer
Thursd. 17	from 25 to 37	29.84 to 29.66		Monday 21	40 .. 51	29.30 .. 29.2[illegible]
Friday 18	33 .. 53	30.[illegible] .. 30.01		Tuesday 22	2[illegible] .. 46	29.33 .. 29.[illegible]
Saturd. 19	17 .. 35	29.36 .. 29.72		Wednes. 23	3[illegible] .. 41	30.15 .. 30.[illegible]
Sunday 20	2[illegible] .. 45	29.90 .. 29.76				

Except the 17th, 18th, and 23d, generally cloudy; rain on the morning of the 19th and two following days; a little snow fell on the evening of the 2[illegible].

An Aurora Borealis, very bright with coruscations, extending from N. to N.W., from about eight to ten on the evening of the [illegible]th.

Rain fallen ,41 of an inch.

Edmonton. CHARLES HENRY ADAMS.

NOTICES TO CORRESPONDENTS.

Mr. Banset's pamphlet has been received, and will be noticed next week.
Mr. Brough's letter will be inserted in our next.

THE MINING JOURNAL,
And Commercial Gazette.

LONDON, JANUARY 26, 1839.

Closely and inseparably connected with the welfare of that great branch of industry to which so large a portion of our columns is devoted, is the price of mineral produce in all its varied forms, as upon that depends both the wages of the working miner and the profit of the capitalist. It has, therefore, been our practice, at the close of each year, to take a brief review of those fluctuations in price which have distinguished the preceding twelvemonth, and of the state of our exports for the same period, making such further observations as these might suggest.

Commencing with *coal*, as the mainspring of our national wealth, and the very foundation of our extended manufactures and commerce, there can be no doubt that the past year has been a prosperous one to all concerned in the trade. This prosperity has arisen, in some measure, from the vast and increasing demand which exists for this fuel, both here and in other countries to which we are in the habit of exporting it; but it must also be attributed, to a certain extent, to the arrangements entered into by the trade, ostensibly for the public benefit, but, in reality, infinitely more for their own. Conducted on sound principles, the coal trade must ever be flourishing—affording, on the whole, a fair remunerative profit to all the various parties engaged in it; and we have repeatedly protested against the vicious and restricted system which has been adopted to ensure a higher rate. Although long successfully supported, we are convinced that at no distant time the system must of necessity be abandoned, producing, perhaps, a most unfavourable reaction at its close. The possibility of such an event is well deserving of attention from all who are interested.

The *iron* trade has, during the past year, maintained an unusual character of firmness; the prices have undergone but little variation, and although by no means high, have been fairly remunerative. We observe, with satisfaction, that the trying ordeals which this branch of industry has experienced within the last few years, have been at length productive of the most beneficial consequences, and placed it in that sound and healthy state which, we trust, may long be productive of advantage to those who are concerned in it The demand for this metal, both home and foreign, is large and steady; and, independently of war or any great commercial crisis, it promises to continue so, while the make, as at present, is limited by prudence to its fair proportion, instead of vainly grasping at temporary and delusive profits.

Copper has, like iron, varied but little during the past year; the standard at the first sale, which took place in January, was 111*l.* 5s., at a produce of 7¾; at the last two tickettings it was respectively 112*l.* 14s., at a produce of 8¼; and 115*l.* 16s., at a produce of 7¾, having experienced some improvement towards the close of the year. When we consider the large quantity of this metal which is now produced by Ireland, and by many foreign mines, where the ore exists in a state of extraordinary richness, it must be highly gratifying to find that a remunerative, although not very high, price is still maintained for the British miner. It would appear, indeed, that the increasing population and advancing civilisation of the world is continually giving rise to an increased demand for the metals, which bears some considerable ratio to this augmented supply. This consideration is frequently overlooked or disregarded, but it appears to us to be one of much importance. As connected with the continued prosperity of our copper mines, it is also deserving of remark, that the expectations which have long been entertained of realising large profits upon the rich ores of foreign mines, have been greatly disappointed, and we doubt whether more than a single dividend has yet been paid by any of these concerns, while the enormous profits annually made for a long series of years from the working of copper in this country, must be too well known to need remark.

The price of *tin* has experienced greater fluctuation than that of copper, and has, on the average, fallen somewhat below that of the year preceding—a circumstance which we observe with regret. The price of this metal continues, as for years past, to be seriously depreciated by the produce of Banca, and from the late changes which have been introduced by the abolition of the Duchy dues, and a new scale of import duty; it is difficult to foresee the fluctuations which it may in future experience, or, indeed, whether these measures will eventually be more productive of benefit or of injury to the mines of this country. We shall, therefore, watch with interest the working of this great experiment, in which we are inclined to doubt whether sufficient consideration was shown to the depressed and critical state of our most ancient branch of mining industry.

The price of *lead* has, during the last year been tolerably firm, but lower than in the year preceding. Depending so much as the price of this metal does upon the produce of the Spanish mines, it is, perhaps, fortunate for the British miner that the Peninsula should still be the scene of hopeless and never-ending warfare, however deplorable this circumstance may be in any other point of view. Of the severe and ruinous competition which may be occasioned by the full and effectual working of these mines, we have at former periods had too convincing proof; in the present state of things we may anticipate a long relief from such overwhelming depreciation, if, indeed, the mines be not so irregularly worked during the present intestine commotions, as prematurely to put an end to their productiveness, and prevent their being wrought hereafter with effect or advantage.

The quantity of *zinc* produced in this country is so inconsiderable, that we should scarcely consider this metal deserving of mention on the present occasion, were it not that its increasing application to various purposes, in consequence of the improved state of its manufacture, renders the subject well deserving of attention from the British miner. The quantity of spelter imported in this country, and paying duty for home-consumption, is yearly on the increase, and amounted last year to 3113 tons. As this metal is successfully used for many of those purposes to which lead has hitherto been applied, its increasing consumption here must tend to lessen the demand for lead to a nearly equal amount, perhaps, if we take the different specific gravities of the two metals into account, even to a greater. This, then, is a subject for consideration to those who are interested in lead mines, as tending to produce a gradual depreciation of their property, by a cause not readily apparent to those not conversant with the metal market.

The ores of zinc are, however, known to be abundant in this country; they are found in the west of England, in Wales, Derbyshire, and the north, and although hitherto but sparingly wrought, may, perhaps, at the present time be more beneficially employed. In the production of this particular metal, there can be no doubt that foreigners have certain natural advantages over us, yet we know that it has been found profitable to raise it in this country, when its manufacture was by no means so well understood as at present, and its uses much less extensive. It is then at least deserving of the careful consideration of our mining friends whether, in the present advanced state of knowledge, our own soil may not be made to produce an adequate supply of spelter, without the necessity of foreign importations To this subject we may, perhaps, return again.

In concluding our present recapitulation, we intended to have taken some notice of the exports of British metals during the past year, but from the length to which our remarks have already extended, are induced to defer this subject till a future opportunity.

A report will be found in another place of a late meeting of the "York and North Midland Railway Company," held at the city of York, the LORD MAYOR in the chair. It will be seen that this important line, which forms a link of the railway communication, doubtless to be opened 'ere long, between London and Edinburgh, is in a state of satisfactory progress, and that a determination was come to by the meeting to carry forward the works with the greatest vigour, so that the line may be opened simultaneously with others with which it is connected, and by which its traffic will be benefitted.

The propriety of raising a loan for this purpose was discussed at great length by the meeting, and with a degree of talent and moderation which is highly creditable to the gentlemen who took part in the question. It was argued on the one side by Mr. Alderman WILSON, Mr. TUKE, and others, that it would be more creditable to the company to carry the undertaking through with their own subscribed capital, than thus early to borrow money to complete it, while it would be hard for those proprietors who were prepared to pay up the amount of their calls, to allow of interest upon money thus borrowed. These arguments, although strong, were, we consider, over-ruled on the part of the Chairman and Directors, who pointed out the inconvenience of often-repeated calls to the smaller proprietors, the limit of the amount of calls per annum as determined by Act of Parliament, and the inadequacy of this amount for that speedy completion of the works which circumstances rendered so desirable. The example of the London and Birmingham Railway was also quoted in favour of the plan, and the strongest objection raised against it was removed by the proposition, that those proprietors who might be inclined to pay up the whole amount of their calls, should be allowed interest at the rate of 4 per cent. upon such advances.

The resolution in favour of a loan was carried by a large majority, and a question which, unless discussed with temper, might have been productive of much dissention, was thus speedily and amicably adjusted in a manner which we consider highly conducive to the interests of the company.

The subject of railway communication between London and Dublin, is now deservedly occupying a large share of public attention, having been taken up with considerable spirit on both sides of the channel. The most important demonstration in favour of this measure was afforded by a meeting which took place at Dublin, on Saturday, the 19th instant, the LORD MAYOR of that city in the chair. In addition to a numerous assemblage of the most influential merchants and bankers of the Irish metropolis, the meeting was attended by deputations of highly-respectable gentlemen from Chester, Shropshire, and Carnarvon, all locally interested in the proposed communication between the two countries. The sentiments of the meeting were embodied in three resolutions, upon which petitions were to be founded to both Houses of Parliament, praying for the "immediate adoption of the most eligible and expeditious line of communication between London and Dublin, by means of railway and steam navigation."

We regret that space does not allow us to notice the proceedings of this meeting at a greater length, but its nature and importance will be at once perceived from the preceding remarks. We shall return to the subject next week, noticing the several rival projects which are now in agitation for effecting the object in view, each of which appears to be in possession of strong local partizans.

THE FUNDS
CITY, FRIDAY EVENING.

Consols closed at 92¼ ⅜ for money, and 92¼ ⅜ for the account. The Three-and-a-Half per Cent. Reduced Annuities 100⅞ ¼, and the New Three-and-a-Half per Cents 99⅞ ¼ for money. India Stock 254½ money, and 255½ time. Bank Stock 202¼ 203 money. The premium upon Exchequer Bills 64 65. India Bonds 64.

Spanish Bonds 20¼ ⅜, with the May Coupons. Passive 5¼ ⅜, and Deferred 9¼ ½. Portuguese Old Five per Cent Bonds 71¾. The New Five per Cents 35¼ ¾, and the Three per Cent. 22¼ ⅜. Brazilian Bonds 78¾ ¼. Colombian 28¾ 29. Mexican Six per Cents 24¾ ¼, and Peruvian 17¾ 18. Belgian Bonds 98¾ 99. Dutch Two-and-a-Half per Cents 55 ¼. Old Fives 102¼. New Loan 100¼. French Five per Cent. Rentes 110f. 25c., with the Exchange at 25f. 40c.

Great Western Railway Shares 10 ½ pm.; Brighton 3¾ dis.; and the Blackwall 1½ dis. Southampton Average Shares 3½ pm. Croydon 7 dis., and ditto Scrip ? pm. Manchester and Leeds 20 pm.; and North Midland ½ pm. General Steam Navigation 10 ½ pm.

LATEST INTELLIGENCE.

TRURO, Jan. 24.—Average standard, 113*l.* 16s. 0d.—Average produce, 7½.—Average price, 5*l.* 10s. 0d.—Quantity of ore, 2662.—Quantity of fine copper, 207 tons 7 cwt.—Amount of money, 15,852*l.* 16s. 0d.—Average standard of last sale, 115*l.* 16s.—Produce, 7¾.

PROCEEDINGS OF PUBLIC COMPANIES.

YORK AND NORTH MIDLAND RAILWAY COMPANY.

The half yearly meeting of this company was held on Monday, the 14th inst., at York, pursuant to the provisions of the act of incorporation. The meeting was very numerously attended by the principal gentry, merchants, and bankers of the city, who are shareholders.

The LORD MAYOR (chairman of the directors) in the chair.

The CHAIRMAN, in opening the business of the day, said the directors were gratified to see so many of the proprietary present on this occasion. It would, perhaps, be unnecessary for him to enter into any lengthened details, as they had, in their report, entered fully into the affairs of the company. The books and transactions of the company were as open to any proprietor as they were to the directors themselves, who were most anxious for the greatest publicity being given to their proceedings. Considerable progress had been made in the works, and on behalf of the directors, he could safely say they had not abated one iota of their anticipations that the resources of the railway would be such as would prove it a profitable investment to the shareholders and a benefit to the city.

Mr. GEORGE BAKER (the secretary) read the report, as follows:—

REPORT.

Your directors have the satisfaction of stating that, notwithstanding some unexpected delay in the completion of the contracts Nos. 1, 2, and 3, they feel themselves fully justified, from the present state of the works, in announcing to the proprietors their intention of opening the line from York to the Leeds and Selby line, by which a railway communication will be effected with both towns in May next.

Since the last half-yearly meeting the plans and sections of the line between the Leeds and Selby Railway and the North Midland at Methley have been prepared, and the directors have been enabled to let the two following very important contracts, viz.:—The Fairburn contract, length one mile fifty-two and a half chains. This contract was let in December last to Messrs. Craven and Sons, and is to be completed in the spring of 1840. It includes the erection of a bridge of considerable magnitude across the river Aire, and also an embankment and cutting of great extent. The Altofts contract, length two miles and one chain. This contract was let at the same time to Mr. John Stephenson, and is also to be completed in the spring of 1840.

The above two contracts comprise the heaviest works on the whole line, and it is highly satisfactory to your directors that they have been able to let them, at sums below the estimate of their engineer, to contractors of the highest reputation, who there can be no doubt, from their well-known talent and experience, will carry on the works with all possible energy and skill, and complete their respective undertakings in the time stipulated by their contracts.

The remaining portions of this part of the line have not yet been let; your directors, however, hope to be in a situation to advertise for contracts for them in the course of a short time, and they feel the utmost confidence in being able to complete the whole of their line by the time the North Midland, the Leeds and Manchester, and the Great North of England Railways (of which it will form the connecting link), can be opened.

Your directors have purchased of the corporation of York, for the sum of 5000*l.*, about four acres of land within the city walls, being part of the moats and ramparts, which will enable them to form their depôt for coals and heavy goods immediately contiguous to the river. This purchase comprises also the old House of Correction, from which they are supplied with a quantity of valuable building materials.

Your directors, with a view chiefly to economy, had determined to form their station for passengers on the outside of the city walls. It appearing however to them, as well as to the directors of the Great North of England Railway, very desirable that the two companies should have a joint passengers' station, which was considered to be impracticable except within the walls, a negociation was entered into between the parties and satisfactorily concluded; by which your directors consented to have their passengers' station in the garden now occupied by Messrs. T. and J. Backhouse (which had been already purchased by your directors), on being paid by the directors of the North of England Railway Company, a sum which your directors considered sufficient to compensate them for the cost of the ground required, and for the additional expense likely to be incurred by bringing their station within the walls. By this arrangement your directors believe the convenience of the public will be greatly promoted without any sacrifice on the part of the company.

Since the last half-yearly meeting it has been found necessary, on two occasions, to have recourse to a jury for the purpose of assessing the value of property required for the railway, first of the garden before referred to in the occupation of Messrs. T. and J. Backhouse, and belonging to the trustees of Lady Hewley's charity; and afterwards of land at Fairburn belonging to Lord Palmerston. In both instances the verdicts of the jury were such as to prove the expediency of this course of proceeding on the part of the directors.

Your directors have the satisfaction to state that before the recent advance in the price of iron, they contracted with Mr. Crawshay, of the Cyxarthfa Iron Works, for the supply of 2000 tons of iron rails.

During the last week a deputation from the directors have been engaged in negociating for the purchase of the land required for the purpose of that part of the line between the Leeds and Selby Railway and the North Midland, and your directors are happy to state that they have succeeded in concluding agreements with nearly all the proprietors, on what they consider very fair and reasonable terms.

It will be gratifying to the proprietors to learn that the call due in October last was very promptly and cheerfully paid.

Your directors also recommend to the meeting the propriety of granting a sum not exceeding 200*l.* towards the expense of making preliminary surveys of the country to the north of Newcastle, with a view to the formation of a line of railway on the eastern side of the island from Newcastle to Edinburgh. Mr. Stephenson has reported in favour of the practicability of the undertaking, and the North Midland and other companies, from a consideration of the great importance of such a line, and of the advantages which it offers to themselves, have already made liberal contributions towards effecting this object.

Your directors beg to suggest to the meeting, that after the payment of another call, it will be expedient to grant them the power of borrowing a sum of money under the powers of their Act.

In conclusion, the directors beg to refer the meeting to the following statement of the cash account up to the 31st December last:—

RECEIPTS.

	£	s.	d.
Amount of receipts as per last statement	£77,640	12	6
Cash on calls	45,410	5	0
Interest	316	0	0
Transfer fees	12	5	0
Old materials	37	15	0
Rent	30	10	0
	£123,453	17	3

PAYMENTS.

	£	s.	d.
Amount of payments as per last statement	£50,731	0	0
General expenses	295	11	1
Law expenses	509	12	6
Mr. Stephenson on account of salary	606	0	0
Surveying and assistant engineers' salaries	204	3	6
Allowance to directors	250	0	0
Advertising	1	4	6
Commissioner of Copmanthorpe enclosure	200	0	0
Land and compensation	2,132	13	6
Salaries	185	0	0
Iron rails, chairs, &c.	12,903	6	7
Wood sleepers, timber, &c.	2,306	0	10
Anti Dry-Rot Company	293	0	11
Contracts	18,793	9	6
	£97,930	2	5
Balance in the bankers' hands	25,503	14	9
	£123,453	17	9

The CHAIRMAN observed, that the 200*l.* mentioned in the expenditure as being paid towards the Copmanthorpe inclosure, was given as a compensation to avoid a road; he believed the arrangement was highly satisfactory to the parties interested, and he had no doubt was very beneficial to the company.

The retiring directors were then re-elected, and the common seal of the company affixed to the registry of proprietors.

Mr. Alderman WILSON moved that the report be received, printed, and circulated among the shareholders, which was seconded by T. LAYCOCK, Esq., and agreed to.

AMOS COATES, Esq., moved that the directors be empowered to take up money upon loan, under the Act of Parliament, and M. BURNELL, Esq., seconded the motion.

Mr. Alderman WILSON wished to know whether there was any doubt that 335,000*l.* (the amount of their capital), would not be sufficient to carry out the completion of the railway?

The CHAIRMAN said that, as one of the directors, he certainly could not pledge himself that it would be sufficient, though he thought it might.

Mr. Alderman WILSON doubted very much whether they had any power, under their Act of Parliament, to borrow money, unless it was clearly shown that the subscribed capital was insufficient for the completion of the works.

The CHAIRMAN.—Oh yes, we have. When one-half of the capital is paid up, we are empowered to borrow.

Mr. Alderman WILSON said, in the original Act (p. 116), it was provided, that in case the capital was not sufficient to effect the railway, they might borrow money. The second Act, he knew, declared that they should not borrow until they had paid up half their capital; but still the first Act existed, which expressly enacted that they should not borrow any thing at all, unless it appeared that the subscribed capital would not carry out the line. If they began to borrow money before they paid up their capital, it would be a deception on the public; and he should oppose such a motion until the subscribed capital was paid up, or it was made to appear that it was insufficient, for he was fully of opinion, that that must be done before they could, under the powers of the Act, borrow any money. He thought it would be a great deal more creditable to the company if they could carry the thing through with their subscribed capital. He had no wish to be involved, as one of the proprietors, by borrowing money, which would entail considerable expense and trouble, besides having to pay interest for the money advanced.

SAMUEL TUKE, Esq., said he heartily united in every thing that had been said by Mr. Wilson, and he was astonished that the directors should apply for such a power. Common sense and justice decided that they had no right to borrow money for the conducting of the works, when the proprietors were willing to pay it. He entreated of them to let this company be conducted in as respectable a manner as it had hitherto been.

Mr. Alderman MEEK said, the chairman and many other gentlemen were aware that the directors of the North Midland, the Leeds and Manchester, and the Birmingham and Derby lines, were using every effort to complete their works in 1840, and it was most desirable that the York and North Midland line should be opened simultaneously. By their Act of Parliament they had not power to call for more than 20*l.* per share in one year, and he would ask whether it was not desirable that they should borrow money rather than retard the works? If they borrowed twenty or thirty, or even fifty thousand pounds, where would be the harm, and what was to prevent them paying it off next year?

Sir JOHN SIMPSON said, as a matter of expediency it was desirable that they should be empowered to borrow money. The Act prevented their calling more than 20*l.* per share in any one year, and if the works were to be delayed until all the calls were paid up, no interest would be derived in the mean time for the capital already invested. Those gentlemen who wished to pay up the whole of their calls could do so, and the directors would allow them 4 per cent. upon such advances; therefore, they had no right to find fault, whilst it would be an advantage to many shareholders not to be too precipitate in making calls.

The CHAIRMAN said, that he considered there was another view of the subject, which should not be lost sight of. Whether it was desirable to drive the company's shares into the hands of the great capitalists, and swamp the small shareholders, by forcing calls. If they would wish to avoid such a result, they must borrow money, and he had no doubt that the directors would use the powers for which they applied with due caution. They all had a large stake in the company, and it was not to be supposed that they would act without due caution and discretion. Whether the subscribed capital would be sufficient to complete the line could not yet be positively stated, but they should remember that the outfit for engines, carriages, &c., would probably cost 40,000*l.*, which was not, of course, included in the engineer's estimate. He was decidedly of opinion it would be an advantage to the shareholders to limit the calls for the next year to 10*l.* or 15*l.* per share. The London and Birmingham Railway Company, whose affairs were conducted by men of the highest talent and station, had borrowed large sums of money, and he could not conceive any reason why this company might not avail itself of this provision in its Act, without in any wise compromising itself.

S. TUKE, Esq., said he opposed the motion on principle, and he supposed that, whether large shareholders or small shareholders, they had taken shares according to their means, and that the small shareholder would be as competent to pay the call upon his five shares as the more wealthy shareholder would be to pay the call on fifty shares. If the balance in the bankers' hands of 25,000*l.*, and the 130,000*l.* which they were empowered to call upon the shareholders for, was a sum insufficient to meet their expenditure for the year, then the directors ought to come to a special meeting and ask for power to borrow money. Were they to do so, and to come prepared with a statement to that effect, he would give his vote for allowing them the power to raise money on loan.

Mr. Alderman MEEK said that it was impossible to go into details at the moment; but he should think the directors would want 150,000*l.* during the current year—probably more. They were pushing forward the works on the line as fast as they could; and if the meeting wished, he had no doubt, the directors could be prepared on a future day with more minute details of their expected liabilities.

Mr. ROWNTREE wished to know what sum remained unpaid of the last call?—The CHAIRMAN.—About 4000*l.*

T. BARSTOW, Esq., would observe, that if the directors made their calls at moderate intervals they got the money well in; but if they went rashly to work, and called in the capital without due caution they might make calls, but would the money come?

The motion was then put, and, on a division, carried by a large majority.

Mr. TUKE, after the motion was carried, again renewed the subject, and said he supposed that the vote of this day placed in the hands of the directors power to borrow money to any extent. This resolution he much regretted, and he censured the directors for coming to this meeting to ask for any such authority, which he thought no body of men ought to possess.

After which the various speakers on the above motion disclaimed any personal allusion to the directors in what they had stated relative to the affairs of the company being conducted in a respectable manner.

Mr. Alderman MEEK said he had had a resolution of some importance placed in his hands, which he would submit to the meeting. It was that the directors be empowered to contribute from the funds of the company a sum not exceeding 200*l.* towards the expense of making preliminary surveys for a line of railway on the eastern side of the island from Newcastle to Edinburgh. He conceived that such a line of railway would materially promote the interests of this company. If the line to Edinburgh was to go on the west side by way of Carlisle, this city would be entirely shut out, but if it was made in connection with the Newcastle line, it would make this city "the half-way house" between London and the Scotch metropolis, and necessarily bring an increased traffic on their line. The North Midland Company had come forward with 500*l.*, and the Great North of England Company had contributed 300*l.* He thought that if this company gave 200*l.* it would be its fair proportion, and he had great pleasure in moving the resolution.—Sir JOHN SIMPSON seconded the motion, which was carried.

The unanimous thanks of the meeting were then given to the chairman and directors, when the meeting adjourned.

MANCHESTER AND LEEDS RAILWAY COMPANY.

A special general meeting of the proprietors of this company was held on Thursday, 17th inst., at the company's offices, Hunt's Bank, Manchester. JAMES WOOD, Esq., in the chair.

Mr. HEALD read the following report of the directory:—

REPORT.

The directors of the Manchester and Leeds Railway Company are desirous, in the most simple and concise manner in which they are able, to explain the objects specified in the advertisement, by which the present meeting has been convened.

The first subject in the notice, in order as well as in importance, is the extension line to connect the Manchester and Leeds, Manchester and Liverpool, and Manchester, Bolton, and Bury Railways. It will leave this company's main line near St. George's Road, passing by the north-easterly side of St. Michael's Church, and crossing the river Irk near Ducie Bridge, and terminating at these offices, to which point one of the abovementioned companies will make a junction, both of them having given the usual parliamentary notices for effecting the same. The directors think it is not necessary now to enumerate the reasons on account of which they have always regarded—since their attention was turned to it—this junction to be of such importance to the town of Manchester, and likely to be productive of such vast advantages to their proprietary. They have already briefly given their views in their last report, and now will merely state, that every day which has since elapsed has confirmed their former opinions upon the subject. They are glad also to be able to state, that their negotiations with the Liverpool and Manchester Railway Company have been based upon the principle of its importance to them, as well as to this company, and of their entire approval of the site which is adopted for a station.

The next point in order is the diversion of the river Calder. The undertakers of this navigation having made a new and direct cut, to relieve themselves from its serpentine and tortuous course (as is illustrated by the plan now before the meeting), the directors wish to avail themselves of this circumstance to relieve the company from the necessity of erecting two expensive bridges.

With respect to the two branches to Halifax and Oldham, for which the shareholders have already given their sanction, the object in introducing them into the present notice is merely in compliance with a matter of form.

The last particular which requires any additional information from the directors to the shareholders affects the capital of the company. It is intended to raise [illegible], by the creation of thirteen thousand half-shares, to be distributed amongst the holders of the company's stock, in the proportion of one new half-share to every original share. With respect to the appropriation of this additional capital, the shareholders have only to recollect, that they have been informed that the first capital raised by the company was mainly for the purchase of the land, and making of the line; and that it would be necessary, at a future time, to apply to Parliament for further power to work the line as carriers; a large outlay will, therefore, be required for engines, carriages, trucks, stations, &c., &c., considerable engagements for which have been already entered into by the company, to enable them to open their first portion of the line in the month of May. The other part of the required capital will be appropriated in making the proposed junction and the two branch lines.

In conclusion, the directors have the pleasure of informing their friends, that, owing to the satisfactory manner in which the calls have been paid up, and the amount to which the loans taken up by the company have already arrived, they hope to be relieved from the necessity of making further calls upon the holders of old shares for several months to come.

Mr. JOHN BROWN moved the first resolution, authorising the directors to apply for an act or acts, for an extension line in Manchester, to make one station and enlarge another, and for diversions and deviations in parts of the line.—Mr ALEXANDER M'HAFFIE seconded the motion.

Mr. THOMAS FIELDEN said, that before it passed, he should be very glad to know what was the estimated expense of all these things, and also as to the gradients; for he was not at all acquainted with the matter, and he thought these things should be shown to the meeting.

The CHAIRMAN.—I suppose your application refers only to the extension line, and not to the Oldham and Halifax branches and diversions, which have been sanctioned and passed before, and which are included now as a matter of form.

Mr. T. FIELDEN.—I think you stated some alteration in the Oldham branch, which would increase the expense, I suppose.

The CHAIRMAN.—That is merely a small deviation, and I believe it will be attended with less expense than the former line; but Mr. Gooch, the company's engineer, is here, and will perhaps explain that.

Mr. GOOCH said, that with respect to the (Manchester) extension line, the probable estimate was 200,000*l.*; the estimates of the branches he had stated at a previous meeting. With respect to the alteration in the course of the river Calder, they anticipated a considerable saving by the change—viz., a saving of the expense of building two bridges, by having instead a short diversion of the river, which would also have the effect of shortening the course of the navigation, and improving its direction, by making it more straight. On the whole, therefore, it was expected that the company would be materially benefitted by the change. ("The gradients?") The gradients of the extension are one in 62 for the greatest portion of the distance, and a short distance near the top, 1 in 47. The incline will be worked by a fixed engine and endless rope, the same as the Liverpool tunnel down to the station, and the terminus of the London and Birmingham line at Euston-square.

A PROPRIETOR.—Will it be necessary to employ a stationary engine?—Mr. GOOCH.—Certainly; it will be like the way of working at the Liverpool station, with this difference, that it will pass through the open air, arches being used where required.

Mr. FIELDEN.—What length will it be?—Mr. GOOCH.—About a mile and a quarter; more than a quarter of a mile passes through our own property, at our own stations.

A PROPRIETOR.—Then the inclination is not steeper than it ought to be for passengers?—Mr. GOOCH.—An inclination of 1 in 62 is not steeper than the terminus of the London and Birmingham Railway, approaching Euston-square; 1 in 47 is the gradient of the old Liverpool tunnel, down to Wapping; the gradient is 1 in 70 in the new Liverpool tunnel; so that there is nothing in this gradient of ours to render it all dangerous to passengers. The steep part being at the top is an advantage; for, supposing the velocity to be greater than it ought, the easier decline being towards the bottom of the plane, the breaksman would have the opportunity of stopping the train in plenty of time before it reached the bottom of the plane.

The resolution then passed unanimously.

Mr. JOHN HARGREAVES moved the second resolution, authorising the directors to apply to Parliament for power to increase the capital of the company to the extent of one-half its present amount.—Mr. EDWARD PEIN seconded the resolution, which passed unanimously.

The Rev. RICHARD BASNETT moved the third resolution, giving the directors power to adopt such measures and make such arrangements with parties interested, as might be desirable to facilitate their proceedings in Parliament, or the ultimate formation of the works contemplated.

Mr. J. M'FARLANE, in seconding the motion, said he must congratulate the chairman and the gentlemen of the direction, as well as the proprietors at large, on the adoption of this new undertaking. By this extension he considered the character of this railway to be completely altered from its first position. The desideratum of a communication with Liverpool must have struck every person as highly necessary. Indeed it was so essential to the future welfare of the company, that nobody could for a moment doubt, that to compass it would be to add one-half more value to the shares than they now possessed. This connection afforded an opportunity to the ports of Liverpool and Hull to communicate in a direct way with each other; for goods might thus be transported without parties being put to the transhipment or removal from one carriage to another, which would be a saving to individuals connected with the trade, of vast importance, and must add greatly to the revenue of the company. He would not detain them by noticing other advantages which he could enumerate if necessary—but if he were to detail one-tenth part of the advantages, which he had the confident assurance would be realised as soon as the railway was in operation, it would be admitted that the change that had been made was the most important that could have been effected, for the interests of the Manchester and Leeds Railway.

The CHAIRMAN said he was happy in bearing his testimony in support of the statement of Mr. M'Farlane, who had, at a very early period, called the attention of the directors to a junction on that side of the town; nor had he (the chairman) any doubt that what Mr. M'Farlane contemplated would be realised. It was not, however, for them, as directors, to say much about these things; but the result would show. The resolution passed unanimously.

Mr. JOHN BROWN having taken the vacated chair, Mr. J. M'FARLANE moved the best thanks of the meeting to Mr. Wood for his efficient conduct in the chair on this occasion, and for his uniform attention to the interests of the company.—Mr. LEO. SCHUSTER seconded this resolution, which passed unanimously, and the proceedings then terminated.

LIVERPOOL AND MANCHESTER RAILWAY.

The annual general meeting of the proprietors of the Liverpool and Manchester Railway took place in the Cotton Sales' Room, Exchange-buildings, Liverpool, on Tuesday, the 22d inst.

CHARLES LAWRENCE, Esq., in the chair.

The TREASURER (Mr. Booth) read the report of the directors, and the accounts for the past half-year. The report stated that there had been an increased traffic in every branch as compared with the corresponding period in the preceding year; and that in the department of merchandise this result had been contributed to by the revival of trade from the depression under which it had laboured. Between Liverpool and Birmingham the traffic had also increased, and since the 31st of October last the North Union Railway had been opened for the conveyance of passengers, though arrangements for the transportation of goods had not yet been made, and perhaps no correct idea could yet be formed of the extent of the coach traffic from what had taken place in two months of the worst period of the year. The report concluded by stating that the directors intended to apply to Parliament, in the coming session, for a bill empowering them to form a junction line, through the town of Salford, to Leeds. A draft of the bill would be drawn up and submitted to parliament; and after the bill had been once read, the whole subject of the extension of the railway to Leeds would then be brought before the proprietors.

The receipts for the half year were—

Coaching department	£70,321
Merchandise	[illegible]
Coals	[illegible]
Total receipts	[illegible]
The total expenditure for the same period was	[illegible]
Leaving a balance of	[illegible]

The largest items amongst the disbursements were—coach department, 11,051*l.*; carrying ditto, 11,189*l.*; coals, 743*l.*; engineering department, 26,427*l.*; cartage, 3673*l.* The accounts further stated that to the net profit of 55,714*l.*, there was to be added the sum of 853*l.*, being the balance after providing for last year's dividend, and thus making a total of 56,567*l.* The total amount of shares were equal to 10,493 100*l.* shares; and the directors recommended that a dividend of 5*l.* per cent. should be paid, which would leave a balance of 4092*l.*

Mr. BRAITHWAITE moved that the recommendation as to the dividend should be adopted, and that the thanks of the proprietors should be given to the directors for their general good management since the first commencement of the undertaking.

Mr. ARNAUD seconded the motion, which was carried.

The CHAIRMAN then submitted a resolution to the meeting, to the effect—"That the directors should be authorised to make application

Parliament for powers to extend the Liverpool and Manchester Railway, so as to connect Manchester with Leeds, by forming a junction with the Manchester, Bolton, and Bury, and the Bolton and Leeds Railways."

A conversation took place upon the subject, during which the CHAIRMAN stated that by giving the directors power to apply to Parliament the proprietors would not commit themselves to any further proceedings. After the bill had been once read in Parliament it would become necessary, as a second step in the proceedings, that the whole of the proposed plans and estimates should be laid before the proprietory, who could then act as they thought fit. There had, as yet, been nothing like an estimate made of the probable cost of the extension; but he (Mr. C. Lawrence) thought that it would not be less than (as we understood him to say) a couple of hundred thousand pounds. The line would be a very desirable one, and the directors of the Manchester and Leeds Railway were very anxious to have the junction made. If it were not made by the Liverpool and Manchester, it would be by another line; and the question was, whether it would not be better for them to do it than to let a third party step in and do it.

A GENTLEMAN suggested that it would be desirable to have a Junction made with the Sheffield line.

The CHAIRMAN replied that that had already been brought under the notice of the directors; but it was thought too early to have anything to do with it.

Two or three gentlemen expressed an opinion that it would be very expensive to carry the line of extension through the town of Salford, as was proposed. The property in that part of the borough which the line was to traverse might be generally old, but it was nevertheless valuable; and they suggested the propriety of postponing the application to Parliament until the proprietors knew more about the subject than they did at present.

Mr. GARNETT said that if no inconvenience would arise it would be better to postpone the application.

The CHAIRMAN observed that the only additional expense which would be incurred by the application would be about 200*l*., and submitted whether it was not better to lose that sum than incur any risk by delay.

Mr. E. CROPPER, seconded by Mr. SANDBACH, moved that the directors should be empowered to apply to Parliament for a bill to make the proposed extension, and to borrow money for the purpose of carrying it into effect.—Carried.

The CHAIRMAN stated that there were five directors who would have to retire—namely, Mr. Moss, Mr. Joseph Hornby, Mr. Theodore Rathbone, Mr. Sanders, and Mr. D. Hodgson.

It was proposed that the retiring directors should be re-elected.

Mr. GARNETT proposed an amendment to the effect that those gentlemen (and he believed there were three) who were also directors to the Grand Junction Railway should not be re-elected. He said there was no doubt that they should lose the traffic between Manchester and London on this line, and they had had experience that the Grand Junction were anxious to quit their line, and to diverge at Highton, as they wished to have done last session. Looking at these and other things, it struck him as an anomalous situation that a gentleman should act as a director for both lines. He knew that the directors were, individually, men of the highest honour and respectability; but still he maintained that, as the interests of the two companies were or might be conflicting, no gentleman ought to be placed in the situation to which he had referred.

Mr. MARSHALL thought that it would be invidious to act as Mr. Garnett suggested. The subject had been agitated in that room before, and disposed of.

Mr. GARNETT disclaimed any personality, and thought that he had said nothing to justify the use of the word "invidious."

The CHAIRMAN said that the two lines were so situated that it was thought desirable that they should go hand-in-hand with the Grand Junction.

The motion for the re-election of the five retiring members was then carried. A vote of thanks to the chairman was passed, and the meeting ended.

PRESTON AND WYRE RAILWAY AND HARBOUR COMPANY.

The adjourned half-yearly general meeting of the shareholders in this company was held on Monday, the 21st inst., at the offices, 11, King William-street, City.

SIR HESKETH FLEETWOOD, Bart., in the chair.

The advertisement convening the meeting having been read,

The CHAIRMAN said, the present meeting had been called for the purpose of giving the proprietors an opportunity of ascertaining the state and prospects of the undertaking, and of hearing the directors' report. It was not perhaps generally known, that in consequence of the estimates given in by the company's engineer (Colonel Landmann) for the completion of the works, far exceeding the original estimates, they (the directors) had been induced to call in Mr. Locke, a gentleman extensively connected with railway undertakings in Lancaster, to inspect the works, and to give an estimate of the further sum which would be necessary, and to report generally upon them. These points were, however, fully touched upon in the directors' report, which, with permission of the proprietors, would now call upon the secretary to read.

REPORT.

Your directors have to state, that in consequence of the Fleetwood Tontine or Building Company who were to have taken up all the unappropriated Dock Shares as mentioned in their former Report, not having succeeded in completing their arrangements, the union of this company with the Preston and Wyre Dock Company, remains unsettled; but the two companies are still negotiating, and it is hoped that such junction will be effected during the next session, for which purpose, the dock company have given [illegible] necessary [illegible] notices; an [illegible] special general meeting will be shortly given, at which the draft of a Bill for that purpose will be submitted to the Shareholders of both Companies.

The different works on the line have progressed satisfactorily, though slower than your directors had expected; the ballasting and laying the permanent way from the Wyre to Poulton is completed, and but little remains to be executed of the contract from Poulton to Weeton. The contract for the remainder of the line from Weeton to Preston, including ballasting and permanent way, has been entered into by a responsible contractor at the sum of [illegible], which your directors ascertained was a fair price, and the works in this contract are rapidly proceeding.

A contract for ballasting and laying the permanent way from Poulton to Weeton, has been entered into at the sum of [illegible], which was also a fair price for the same.

These two last contracts being completed, will, with the balance of [illegible], remaining due for two items of [illegible] and [illegible], relating to Poulton cutting and W[illegible] cutting and embankment, complete the whole line from the river Wyre to the town of Preston, and there will then remain the embankment to the mouth of the river to be completed, and the junction with the North Union to be executed, to perfect the railway so as to connect the harbour of Wyre by railway with London without any interruption.

Your directors having thus pursued with energy the works on the line, considered that they were in a [illegible] their former intention, to apply again to the Exchequer Loan Commissioners, and [illegible] the month of July they directed their engineer to furnish them with the necessary estimates for the completion of the line, (which estimates would be required by the Commissioners, as was the case on the Company's previous application), which estimates were delivered to them in the month of October last, when they [illegible] that such estimates very far exceeded those furnished in the autumn of 1837. Your directors in consequence, were prevented applying, and deprived of the expected aid from the Commissioners, and will be obliged to go to Parliament for powers to raise a further capital; but feeling that in consequence of the great difference between their Engineer's estimate of this year and the last, that the Company would not be justified in acting upon the same, unless confirmed by another engineer, they [illegible] to instruct Mr. Locke, the eminent engineer of the Grand Junction and other railways, to inspect the line and works, and go through and check the estimates of Colonel Landmann, and report upon the same; and in order to save the next session, gave notice immediately of applying to Parliament for extension of powers.

That your directors, finding from Mr. Locke's numerous engagements, and the time necessarily required for such an investigation, that they would be unable to obtain his Report for some weeks after the period at which the usual half-yearly general meeting of the Company was required by their Act to be held, duly adjourned such meeting until they could lay before the Proprietory Mr. Locke's Report, which they now submit for the[ir] consideration.

That it appearing from such Report that about [illegible], may be required beyond the original capital of [illegible], in order to place the railway in a perfect position in all its departments, it becomes necessary to consider how such a sum, or such a portion thereof as may be more immediately required, in order to bring the railway [illegible], and to make returns, is to be raised; and your directors, after [illegible] the subject in all its bearings, and the amount already paid up by the shareholders, would recommend that the Act for which they have given the necessary notices, should give your directors power of raising an additional sum of 170,000*l*., by creating new shares, or borrowing all or such a part of that sum, as the directors may from time to time find it expedient to do.

Your directors, in suggesting the taking powers for raising so large a sum, feel that they will thereby prevent the necessity of hereafter going to Parliament when the increased traffic may [illegible] a second line of rails to be [illegible]; but that they do not at the present think it advisable to make a greater outlay than will be required [illegible] forming the junction with the North Union, and [illegible] in a working condition; and having [illegible] what sum would enable them to do so, and open the railway with profit, they are satisfied that [illegible], in addition to the original capital, [illegible] the aid of Sir Hesketh Fleetwood, hereafter mentioned, fully accomplish this object.

The [illegible] new shares, it will be necessary, in order to make them readily [illegible], to give them [illegible] over the original shares, [illegible], or to [illegible] the original shares; and your directors would therefore [illegible] [illegible], taking care that such new [illegible] be offered to the holders of the old shares in the first instance, and in proportion to the number of shares held by each Proprietor.

The Proprietory will observe, amongst the items of Mr. Locke's estimate, that one is 30,000*l*., for the embankment from Bourne Naze to Fleetwood; and its immediate execution being important, so far as bringing into full use that portion of the railway which is completed, or in an early course of completion, the same has been a subject of serious consideration with your directors as to the mode of effecting this object; but they are happy to inform the Proprietory that their Chairman, Sir Hesketh Fleetwood, Bart., has proposed to take the completion of this portion of the works into his own hands, either upon the terms of a loan of so much money to the Company, paying interest, or upon the security of the tolls of this proportional part of the line, redeemable at any time upon payment of what may have been the outlay and expenses of the same, with interest. Your directors also feel that they may still fairly calculate upon the assistance of the Exchequer Loan Commissioners, for a large portion of the further sum now required.

That whilst your directors have to regret, in common with the Proprietory at large, the great and unexpected deficiency of the Engineer's estimated costs of the works, yet they feel a gratification in stating, that the original tables of traffic upon which the anticipated returns were calculated, are much below what they now may fairly anticipate at even the opening of the railway; for as regards passengers, it appears that during the last year double the number originally stated have travelled on the high road by Kirkham and Poulton; and the town of Fleetwood, also, which is progressing rapidly at the Wyre terminus, will create a great and unanticipated source of profit to the Company; and the minds of mercantile men are now becoming more alive to the peculiar commercial features and advantages of this undertaking, as regards the Lancashire and Yorkshire districts, as well as its unequalled eligibility as a watering place for those counties.

Your directors therefore consider, that although the difference of capital required must of necessity cause uneasiness in the minds of the Proprietory, they see no reason to doubt that, notwithstanding the great deficiency in the estimates, the Proprietary will find that their investment is not only safe but most valuable, possessing a certainty of fair and excellent returns, and the prospect of rapidly increasing them, as the superiority of the harbour developes itself.

The vacancy left in the directory at the last half-yearly general meeting has been filled up by your directors by the election of William Taylor, Esq., cotton manufacturer, Preston; and the following six directors will go out of office, by rotation, at the half-yearly general meeting to be held this day, in conformity with the provisions of the Act:—

Henry Banks, Esq.	F. Kemp, Esq.
J. H. Carige, Esq.	Thomas Ridgway, Esq.
Thomas Downward, Esq.	Clement Royds, Esq.

The directors have annexed to this, their report, a statement of accounts, showing the receipts and expenditure for the last half-year.

The balance-sheet of the company showed that the total receipts up to the 1st Sept. last (the time specified in the act of Parliament for making up the accounts), amounted to 97,992*l*. 5s. 3d. The following are the principal items of expenditure:—

	£	s.	d.
Expenses of obtaining the act of incorporation	1,168	10	3
Land and compensation	16,853	12	8
Works	48,884	8	0
Engineering and surveying	2,458	1	6
Chairs, rails, &c.	23,647	4	1

The SECRETARY then read the report of Mr. Locke, above referred to. It entered very minutely into details, but its extreme length renders it impossible for us to give it. It stated, that in pursuance of the company's instructions to survey and estimate the cost of the works on the railway, he had proceeded to Fleetwood town; and as he was directed not to rest on the information received from the officers of the company, but that the quantities of work, as well as the prices of the same, would require to be verified, he had caused such levels to be taken as would enable him to ascertain the actual amount of work to be done. The report then set out, in detail, the estimate of the company's engineer of the cost of completing the railway, which amounted altogether to 167,273*l*. Mr. Locke then commented upon the different items, most of which he approved of, except the one of 18,169*l*.—estimated cost of completing the Wyre embankment, which, according to his mode of completing it, and prices, amounted to 30,112*l*.; and he differed, also, as to the item for engines and carriages—a sufficient number of which, he considered, had not been provided for; and adding 5 per cent. on the whole sum, for contingencies, he made the total estimate amount to 191,795*l*.

The reports having been read, the CHAIRMAN observed, that the principal points of difference in the estimates of Mr. Locke and Col. Landmann were in reference to the amount of locomotive power on the line, and the expense of the embankment at Wyre. With respect to the latter, it was near his (the chairman's) residence, and he had no hesitation in undertaking its construction upon the terms stated in the report. He was quite satisfied that he should one day be amply repaid for the present outlay, and only hoped that it would be regarded as showing that he (the chairman) still viewed the undertaking in as favourable a light as ever. It must also be satisfactory to the proprietors to know, that Mr. Locke, and every other practical man who had examined their line, had expressed themselves in the strongest terms in regard to the eligibility of its route, and the advantages of the place to which it led. With respect to the financial affairs of the company, the directors were of opinion, that if two or three of the largest proprietors, not belonging to the board, would give up some portion of their time to investigate with the directors the state of the company's affairs, and determine upon the best mode of raising the additional amount of capital required, it would contribute greatly to the advantage of the undertaking, as showing that the directors were anxious that everything connected with the management of the company's funds should be laid open. Two gentlemen had been looked to as eminently qualified for undertaking this duty, being not only large holders in the company, but men of great practical experience in the management of railways; and he (the chairman) would presently have the pleasure of submitting their names for the approbation of the meeting. In the mean time, the proprietors would have to determine respecting the reception of the report of the directors just read to them.

Mr. JONES then moved—"That the report of the directors, as now read, be received, and adopted, and printed, and a copy sent to each of the shareholders."—Mr. S. BURRIDGE seconded the motion.

After some conversation as to the sentence in the report which had reference to the calling in Mr. Locke casting a reflection on Col. Landmann, and a slight verbal alteration made therein, the resolution was carried unanimously.

The second resolution was then proposed, to the effect—"That the directors take the necessary steps to obtain an amended Act of Parliament, with powers to raise an additional sum of 170,000*l*., and that such sum, or a portion of the same, be raised upon such terms as to preference over the original shares as the directors may deem expedient, and that the following gentlemen be appointed a committee to co-operate with the directors in determining the mode to be adopted in raising such additional capital, viz., John Twells, Esq., and Thomas Phillpotts, Esq."—The motion having been seconded, was put by the chairman, and carried unanimously.

The third resolution was then proposed as follows:—"That Thomas Downward, Esq., Frederick Kemp, Esq., Thomas Ridgway, Esq., and Clement Royd, Esq., be re-elected directors, and that the two remaining vacancies in the direction be filled up at the discretion of the directors."

The CHAIRMAN explained that Mr. Banks, one of the directors who had retired by rotation, did not wish to be again nominated, being unfit from age to give his attention to the company's affairs; while Mr. Carige, another of the directors, was residing on the continent, and had on that account tendered his resignation. The directors had thought it better that these two vacancies should not be filled up for the present, because as their works were advancing towards completion, the Lancashire gentlemen were beginning to take an increased interest in the success of the undertaking, and it would therefore be desirable to reserve those seats for such as might render them the greatest assistance.

The motion having been seconded, was put, and carried unanimously.

The fourth resolution, which, like the preceding, was carried unanimously, was as follows:—"That a consulting engineer be appointed, and the election be left to the directors and the beforementioned committee."

A lengthened conversation now ensued on the progress of the railway and the town of Fleetwood, in which it was stated by Mr. BURRIDGE that there were 100 houses built, where, two years ago, not a single brick was laid; the proprietors generally bore testimony to the liberality of and attention to the interests of the company by the worthy chairman, and Mr. GIBSON said, he could not content himself without moving—"That the cordial thanks of this meeting be offered to the chairman for his able conduct in the chair, and for the liberal support he has at all times given to this undertaking," which was seconded by Mr. PHILLIPS, and carried unanimously.

The CHAIRMAN, in returning thanks, expressed his regret that the railway would not be opened so early as had been anticipated. He continued, however, equally satisfied as to the ultimate results. For his own part, he should continue to exert himself for the benefit of the company, and had no doubt he should receive the continued support of his colleagues, to whose able and cordial co-operation he had hitherto been so much indebted.—The meeting then broke up.

LONDON AND CROYDON RAILWAY COMPANY.

A meeting of the shareholders in this undertaking was held (pursuant to adjournment) at the London Tavern, on Wednesday, the 23d inst., to adopt the best means of raising the further sum necessary for the completion of the works, in new shares and bonds, under the seal of the company.

JOHN MOXON, Esq., in the chair.

The CHAIRMAN stated that this meeting was called in pursuance of a resolution at the last meeting, for the consideration of the best means of raising the sum of 70,000*l*. and 30,000*l*., and he hoped the meeting would keep to the particular business that had called them together; on the part of the directors, he had only to say that they had no wish to enter into any of the various arguments which had been raised at the last meeting, unless the motion relative to Mr. Gibbs, which had then been withdrawn, should be again brought forward, when they should feel it to be their duty—a duty they owed to the company at large—strenuously to oppose it. With regard to the further sum of 100,000*l*. which was now necessary for carrying on the works, he should have to propose that 6000 new shares, of 20*l*. each, be issued at the price of 11*l*. 10s. per share—proprietors of two shares to have the privilege of taking one such new share; and also that the directors should be empowered to take up the sum of 30,000*l*. on the security of the company's bonds.

Mr. COOPER asked if the present meeting came to the resolution to issue the new shares in question, and to give the directors the powers proposed, whether they were ready to pledge themselves that the sums raised would be sufficient for the completion of the line? He thought the shareholders ought to feel themselves satisfied on this point, as this would be the third time they had been called on to put their hands in their pockets to make right (to say the least of it) the erroneous estimates of the engineer, and how did they know but that the money now asked for was not already spent.

The CHAIRMAN said it was totally out of the power of the directors to pledge themselves as to the correctness of the estimates of their engineer, but he could answer for it that not one farthing of the sum asked for was spent, as there was still an available balance in the hands of the bankers.

A PROPRIETOR thought that, in reference to the present price of the shares in the market, the sum of 11*l*. 10s. per share was rather too much, and he begged to propose that a sufficient number of shares be issued at 10*l*. 10s. per share to raise the sum of 70,000*l*.

The CHAIRMAN consented to put his motion in that form, which, with that empowering the directors to raise 30,000*l*. by bonds, were carried.

Mr. TUDOR then came forward to submit his motion, relative to Mr. Gibbs, which he had been persuaded to withdraw at the last meeting; he had heard nothing since the last meeting to satisfy him of the conduct of Mr. Gibbs, and he thought the shareholders had been deceived by the directors adopting a report of the engineer, which must have been based on such erroneous principles, and he should therefore now move "That Mr. Gibbs be removed from the situation of engineer to the company"—which having been seconded,

A PROPRIETOR said, that he was sorry to see the same feeling against Mr. Gibbs this day as had been manifested at the last meeting; he had hoped that a committee having then been appointed for the purpose of investigating the affair throughout, that in justice to all parties they would be left to pursue their inquiry unshackled, which could not be the case should such a motion as the present be entertained—in fact it would render the very appointment of that committee of no avail. Having chosen five honest and independent men to go through the affairs of the company from first to last, he now called upon the meeting to support them, and negative the motion in question.

A member of the committee of investigation said, that he could not, as a member of the committee in question, suffer the present opportunity to escape without a few observations; they (the committee) had, immediately on their appointment, set about the inquiry in earnest; they had obtained the services of an engineer high in the profession to assist them in these inquiries, and when he informed them that Mr. Cubitt was the gentleman he alluded to, he thought the proprietory would feel satisfied that impartial justice would be done; he hoped, at the close of their labours, the committee would be able to show, that though the estimates have been much exceeded, that the money has been spent judiciously, and that the stability of the works was undeniable; they had called upon Mr. Gibbs for a complete historical account of the railway from its commencement, with the expense of each particular item, and the extra expense caused by the several accidents, failures, &c., which had occurred, and to which he was happy to say Mr. G. responded in a manner which showed he was not averse to, but rather courted inquiry; he trusted to see the road completed by April next, and had no doubt it would prove a profitable speculation to the proprietors.

The motion was lost, only three hands being held up for it.

A GENTLEMAN stated, that Mr. John Shewell having declined to act as a committee-man, they had secured the gratuitous services of Mr. B. Baines, and requested the meeting to confirm the appointment.

A motion to this effect was carried, and the meeting broke up.

BRITISH ASPHALTUM AND PATENT COAL COMPANY.

A special general meeting of the shareholders in the above company was held at the offices of the company, on Monday, the 21st inst., at one o'clock, for confirming the minutes of a former meeting, and on general business of the company.

JOHN HARMAN, Esq., in the chair.

The SECRETARY having read the advertisement calling the meeting,

The CHAIRMAN rose and said, that at the conclusion of the last meeting it had been the hope of himself and brother directors, that the next meeting would have been called only for the purpose of confirming the minutes, but since then he had heard with pain and surprise that one or two gentlemen had expressed great dissatisfaction at the conduct of the directors, and had taken steps (the filing a bill in Chancery) which, if persisted in, would lead to an immense deal of injury to the proprietors at large, and tend to bring the concern (which had now every appearance of returning largely to the shareholders) to a very low estimation with the public at large. The directors, under these circumstances, had felt it to be their duty to submit a string of resolutions, which had been drawn up under the careful direction of Mr. Sweet, to this meeting, and he did hope and trust that the worthy proprietors who had thought it necessary to take the steps in question, would see how requisite it was for the body of the shareholders to go hand in hand to forward the best interests of the company, and support the directors, whose only wish was the welfare and stability of the undertaking. He would read the resolutions, after which it would be at the pleasure of any proprietor to make any observations on the subject.—[The resolutions will be found in our advertising columns].

A GENTLEMAN, who described himself as the solicitor of a proprietor to the number of fifty shares, named Drewett, protested against any resolutions being passed at this or any other meeting of the shareholders until the answer had been put in to the bill in Chancery, and the legality of the meetings established.

The CHAIRMAN said, he should not be disposed to pay the slightest attention to such protest, and a very general cry of proceed, proceed, being given,

A PROPRIETOR thought, that at all events, before the meeting proceeded to pass resolutions of such importance as to change the very constitution of the company, they ought to be satisfied of the legality of their proceedings this day. He, for one, had purchased his interest in the company, believing, under proper direction, it would turn out a profitable speculation, and he should not be satisfied with anything short of carrying out the original prospectus. He should move an amendment—"That this meeting do adjourn until this day week, and that in the mean time the directors be instructed to take counsel's opinion as to the legality of their proceedings." On a show of hands, only two were for the amendment, which was consequently lost.

Mr. SWEET, at some length, explained that it was impossible to carry out the prospectus without ruin to the company; that it was anything but right that one or two shareholders should dictate to the proprietors at large on a subject of such vast importance to the company, and assured the meeting that the directors had, all through the business, endeavoured to advance the interests of the company, and were ready to pay back to any proprietor who was dissatisfied the amount of their shares.—Here there was a general cry of "dissolve the company, remodel it, and pay those who are dissatisfied."

After a very considerable deal of argument, the CHAIRMAN put the resolutions seriatim, which were seconded, and carried with only two dissentients.

LONDON CONVEYANCE COMPANY.

A general court of the proprietors of this company was held at the George and Vulture Tavern, on Monday, the 21st inst., which, however, we were not permitted to attend, being informed that the meeting was strictly private. We gathered, at the close of the proceedings, that the affairs of the company were progressing in a very satisfactory and encouraging manner, and that a nett profit of about 700*l.* had been realised during the past twelvemonth, after having procured a new stock of carriages, &c. The directors, however, considering the high price of fodder, considered it would not be prudent to declare a dividend out of that sum.

ST. KATHARINE'S DOCK COMPANY.

The annual meeting of the proprietors of the St. Katharine's Docks was held in the Dock-house, Tower-hill, on Thursday, the 17th instant, for the purpose of inspecting the accounts of receipt and expenditure for the year 1838, and for declaring a dividend,

Mr. Thomas Tooke, in the chair.

The Chairman addressed the meeting, and observed, that as the accounts had been open to the inspection of the proprietors, according to custom, during the preceding fourteen days, they had, no doubt, become acquainted with the state of the concerns of the company, which would render it unnecessary for him to trouble them with minute details; he was happy, however, in being able to say that the accounts were highly satisfactory, and showed a progressive improvement. The balance on the 1st of January last, was 101,187*l.*, 4s. 9d., whereas the balance carried forward on the 1st inst., was 113,787*l.* 15s. 9d. The profits during the last three years were as follow:—1836, 71,144*l.*; 1837, 83,591*l.*; 1838, 85,940*l.* After making provision for the payment of interest due upon debentures, amounting to 11,685*l.* 9s. 4d., but not payable until April next, the disposable balance would be 102,102*l.* 6s. 5d., and should the proprietors agree to the dividend which the directors proposed to recommend, of 2½ per cent. for the past half-year, the amount of which would be 33,820*l.*, the rest would be 68,282*l.* 6s. 5d., which compared with 58,927*l.* 4s. 9d., the amount at the corresponding period of last year, showed an improvement during 1838, of 9355*l.* 1s. 8d. The chairman next adverted to the several returns laid upon the table, from which it appeared that the aggregate landings and deliveries of goods by the company during the past year amounted to 215,341 tons, exceeding those of the year 1837 by about 8000 tons. The stock of merchandise in warehouse on the 31st of December last was 59,403 tons, being rather less than at the corresponding period of the previous year, which might be fairly accounted for by the prevalence of easterly winds in December last, by which the arrivals from the westward had been retarded, but the proportion of some of the more valuable commodities in deposit had increased, as might be instanced in the article of tea, the stock on the 1st inst. being 273 456 packages, whereas, on the 1st of January, 1838, it was only 169,563—an increase that afforded incontestable evidence of the judicious arrangements made by the company a short time ago for possessing themselves of the Cutler-street warehouses. With respect to the state of the foreign trade of the port of London, it would be satisfactory to find that it was gradually advancing, although the improvement during the last year was chiefly caused by the importation of grain. The chairman then referred to the comparative statement of the registered tonnage of vessels that entered the port of London with cargoes from foreign ports during the last three years. And, after some further observations, a resolution was proposed and agreed to, declaring a dividend of 2½ per cent. for the half-year ended the 31st of December last, payable on Tuesday next, the 22d inst.

The thanks of the meeting, expressed in the most flattering terms, were then unanimously voted to the chairman and the rest of the directors, and the meeting broke up.

RAILWAY INTELLIGENCE.

London and Greenwich Railway.—The number of passengers on the line from the 18th to the 24th inst., was 19,921, producing (including creek and footpath), 716*l.* 14s. 7d.

Brighton Railway.—The works in all parts of the railway are proceeding with the greatest activity. Those on the London line are in a forward state, and a cargo of stone blocks is now in course of conveyance from Lewes across the country in waggons. At Clayton-hill the driftway is rapidly proceeding. The Shoreham branch is in a still more advanced state, and in the course of a fortnight the works will be facilitated by the use of an engine, which arrived at Southwick last week.—*Brighton Gazette.*

Manchester and Birmingham Railway.—The viaduct over the river Dane and Valley, at Congleton, in length about 1030 yards, was contracted for on Wednesday last, by Messrs. Newell and Sons, of Dewsbury, for £110,000. The greatest height is 98 feet six inches from the river to the rails. The contractors have engaged to complete this extensive undertaking in two years and a half.

The Manchester and Birmingham Extension and Grand Junction Railway Companies.—A letter has just issued from the press, addressed to the shareholders of the Manchester and Birmingham Railway Company, by Thomas Ashton, Esq., chairman of the board of directors, vindicating the course pursued towards the Grand Junction Company in reference to the construction of the Extension Line. Appended to the letter, the correspondence which took place between both companies upon the matters at issue is given at length. The principal point of difference appears to turn upon the interpretation of the following passage, contained in a proposal to the Grand Junction Company, by the directors of the Extension Railway:—"To secure to you a full share in the advantages of the undertaking, we are prepared to consent to your company being jointly concerned in the line, in the event of your expressing a wish to that effect." As the interest of the subject is chiefly confined to the shareholders in both undertakings, we feel it unnecessary to enter further into the controversy than to direct the attention of the proprietors to the correspondence referred to.

Dublin and Drogheda Railway.—The labourers who lately turned out for 10s. per week have returned to work. The contractor is paying them 8s. per week.—*Drogheda Argus.*

Costs of Railways.—The capital authorised to be raised for making railways, under acts passed in the four sessions of 1833, 1834, 1835, and 1836, 29,000,000*l.*; and the estimate of those for which bills were petitioned in 1837 was 31,000,000*l.* The debts due upon turnpike roads in England and Wales amount to upwards of eight millions and a half, for a great portion of which a very fragile security will remain when railways (if ever) come into full operation.

Railroads in America.—The completion of the railroad between Trenton and New Brunswick makes a continuous line of steam communication between this city and Washington, and the mail will hereafter be but seventeen hours from Washington to New York. Leaving the former at six o'clock in the morning, it will reach at eleven o'clock in the evening, and thus afford important relief to every one concerned in the publication of morning papers in this city.—*New York Commercial Advertiser.*—The average speed of railroads in America is fifteen miles an hour—the common speed of our fast coaches is twelve.

Duty on Glass.—An important case as affecting the manufacture of glass was brought before the magistrates of Sunderland on Monday last, in an appeal by the Messrs. Hartley, glass-manufacturers of that town, against the amount of duty levied by the Excise. Messrs. Hartley, it appears, have recently taken out a patent for the manufacture of "broad glass," which bears a duty of 1*l.* 10s. per cwt.; but as the quality was found to resemble "German sheet," a superior kind of glass which is chargeable with a duty of 3*l.* 13s. 6d., the excise officers made a surcharge on 80 cwt., amounting to 174*l.* Mr. Wright, solicitor of Sunderland, who appeared for the appellants, conducted the case with great ability, and showed, by a reference to the Act of Parliament, the distinction which the legislature laid down as regulating the duties on glass. "Broad glass," chargeable with the low duty of 1*l.* 10s. per cwt., was required to be annealed in an oven having but one opening, and the cylinder was required to be cut hot, whereas "German sheet" was allowed two openings to the oven, and the cylinder to be cut cold. By the introduction of various improvements, without infringing the clauses of the act of Parliament in reference to broad glass, Messrs. Hartley were enabled to manufacture glass bearing a close resemblance to German sheet. After a long investigation, the magistrates remitted the surcharge, thereby allowing the manufacturers to proceed, on payment of the smaller duty. Mr. Johnson, of Durham appeared on behalf of the Crown.—*Newcastle Journal.*

NEW COMPANIES.

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

British Association.—The local committee of the British Association met on Saturday to receive the report of the auditors, which was read by Mr. Joseph Watson. The total receipts of the association were 4563*l.* 1s. 10d.; the disbursements, 4375*l.* 17s. 3d., leaving a balance of 187*l.* 4s. 7d. A general report of the proceedings of the committee was read and ordered to be printed. A discussion then arose as to how the money was to be applied, and we believe it was finally adopted that 100*l.* should be given towards the purchase of a valuable collection of shells, and the remainder to be divided between the Literary and Philosophical Society, Natural History Society, Mechanics' Institute, Medical School, and the Society for the Promotion of the Fine Arts.—*Tyne Mercury.*

The Great Western Steam-Ship.—This truly magnificent vessel anchored in King-road, Bristol, at seven o'clock on Thursday evening last. She left Milford Haven at a few minutes before ten o'clock on the morning of the same day, and notwithstanding a delay of an hour and a half in adjusting her machinery, she accomplished the voyage in the almost incredibly short space of nine hours. During her stay at Milford she has undergone considerable improvement, a new poop, for the convenience of passengers, which is to be splendidly fitted up with several new berths, having been added to her by some artificers from her Majesty's dock-yards; she has been thoroughly overhauled, and will sail for New York in the best possible trim on the 28th inst.—*Liverpool paper.*

Caledonian Canal.—We are happy to learn that R. Steuart, Esq., one of the Lords of the Treasury, visited the Caledonian Canal lately, and we believe government seriously contemplates completing this great work, and rendering it suitable to the purposes originally contemplated, viz., to afford facilities of trade between the eastern and western coasts of the island, and the means of speedy and safe passage to vessels from the east coast of America, and the west coast to the Baltic. Even in its present state, we learn a good many vessels of this class have passed lately, and the trade is daily increasing. When tug steam-boats are established, we have no doubt it will afford government an ample revenue. It should be recollected the Forth and Clyde Canal did not pay the original speculators for many years after it was opened, but it is now one of the most profitable public works in the country.—*Inverness Herald.*

London, Jan. 25.—The metal markets this week present no particular features, excepting Spelter, which has at length partly sympathised with the prices of the supplying ports, by an advance of about 1*l.* 5s. per ton. From the deficiency of stocks abroad and here, it is expected to go considerably higher.

Price of Shares in Birmingham.—Birmingham Banking Company, 24*l.* 15s; Birmingham and Midland Bank, 37*l.* 10s.; Birmingham Town and District, 7*l.* 5s.—Great Western Railway, 76*l.* 10s.; Birmingham and Derby (60*l.* paid), 50*l.* 10s.; Birmingham and Gloucester, 25*l.* 10s.; London and Southampton, 43*l.* 10s.; ditto, new shares, 38*l.*; Eastern Counties, 7*l.* 15s.—Old Birmingham Canal, 220*l.*; Coventry, 690*l.*; Stourbridge, 400*l.*; Warwick and Napton, 207*l.*; Worcester and Birmingham, 73*l.*—Birmingham Gas Company, 94*l.* 10s.; Birmingham and Staffordshire, 72*l.*—Birmingham Water Works, 19*l.* 15s.—Birmingham General Cemetery, 11*l.* 10s.—General Steam Navigation, 23*l.* 1s.—*Midland Counties Herald.*

Birmingham Metal Market, Jan. 22.—Copper remains the same as last week, viz., 94s. for tile strip. Best block tin has advanced 5s., viz. 91s. for common blocks, with a prospect of a still further advance.

The Exportation of the Precious Metals.—The exportation of the precious metals from the port of London to foreign ports for the week ending Saturday last, the 19th inst., is as under:—Silver bars to Calcutta, 9000 oz. Gold bars to Rotterdam, 1980 oz. Gold coin to Calcutta, 1500 oz.; Boulogne, 500 oz. Silver coin to Calais, 300,000 oz.; Calcutta, 101,014 oz.; Rotterdam, 8000 oz.; Mogadore, 6500 oz.; West Indies, 6456 oz.; Gibraltar, 3459 oz.; Madeira, 2500 oz.

SALE OF COPPER ORES AT TRURO.

Sampled Jan. 9, and Sold at Pearce's Hotel, Truro, Jan. 24.

Mines	Tons	Price £ s. d.	Purchasers	Mines	Tons	Price £ s. d.	Purchasers
Consols	116	7 10 6	Mines Royal	Wh. Ellen	54	5 17 0	Freemans.
ditto	111	8 0 6	——	ditto	48	4 1 6	——
ditto	95	4 6 6	——	ditto	39	5 10 6	Williams.
ditto	93	5 6 6	Vivians.	ditto	22	2 9 6	——
ditto	91	6 4 6	Mines Royal	Fowey C.	104	5 19 6	Freemans.
ditto	87	5 6 6	——	ditto	102	5 6 0	Vivians.
ditto	75	8 7 6	Nevill & Co.	ditto	67	5 12 6	Freemans.
ditto	70	5 15 6	P. Grenfells.	Godolphin	75	6 15 6	——
ditto	66	8 4 0	Mines Royal	ditto	56	7 15 6	Nevill & Co.
ditto	62	5 12 0	Williams.	ditto	37	5 17 0	Williams.
ditto	61	6 10 6	——	ditto	28	15 17 6	Freemans.
ditto	60	4 0 0	Vivians.	Wh. Perran	47	10 4 6	P. Grenfells.
ditto	59	5 9 6	Williams.	ditto	24	5 18 0	——
ditto	57	6 5 6	——	ditto	24	2 2 0	Williams.
ditto	40	5 13 0	——	Prudence	41	4 1 6	——
ditto	39	4 5 0	——	ditto	47	3 19 6	——
Gt. St. Geo.	91	3 10 6	Vivians.	E. Crinnis	75	4 12 6	P. Grenfells.
ditto	81	4 4 6	——	Sydney C.	74	5 15 0	Freemans.
ditto	36	3 2 6	——	W. Leisure	51	3 4 6	Vivians.
ditto	35	5 11 0	——	Carzise	59	5 12 6	Williams.
ditto	28	3 4 6	——	Pembroke	45	withdrawn.	——
ditto	28	3 17 6	——	W. Tehidy	21	6 18 0	Williams.
ditto	24	2 16 6	——	ditto	36	7 1 6	——
Wh. Ellen	75	4 3 6	Williams.	Wh. Jewel	56	6 6 0	Nevill & Co.
ditto	62	4 12 6	Vivians.				

TOTAL PRODUCE.

Mine	Tons	£ s. d.	Mine	Tons	£ s. d.
Consolidated	1182	£7160 3 6	East Crinnis	75	£346 17 6
Gt. St. George	323	1266 19 6	Sydney Cove	74	425 10 0
Wheal Ellen	391	1291 5 6	Wheal Leisure	51	164 9 6
Fowey Consols	273	1336 12 0	Carzise	59	331 5 6
Godolphin	211	1021 15 6	Pembroke	45	withdrawn.
Wheal Perran	105	772 5 6	Wheal Tehidy	57	175 0 0
Wh. Prudence	88	330 1 6	Wheal Jewel	56	353 16 0

Average standard, 113*l.* 16s.—Average produce, 7½.—Average price, 5*l.* 10s. 6d.—Quantity of ore, 2652.—Quantity of fine copper, 207 tons 7 cwt.—Amount of money, 14,[illegible]*l.* 16s. 6d.—Average standard of last sale, 113*l.* 16s.—Produce, 7½.

Copper ores for sale on Thursday next, at Andrew's Hotel, Redruth. Mines and Parcels.—East Wheal Crofty and Longclose, 799; United Hills, 250; Fowey Consols, 230; Dolcoath, 224; Wheal Lydia and South Towan, 147; [illegible] Park, 136; Tincroft, 123; South Wheal Basset, 116; East Pool, 105; Wheal Elizabeth, 29; Wheal Penrose, 12; Ivey's Ore, 12.—Total, 2198.

Copper ore for sale on Thursday week, at Andrew's Hotel, Redruth. Mines and Parcels.—Carn Brea Mines, 670; Wheal Treasury, [illegible]; Fowey Consols, [illegible]; Wheal Darlington, 307; Treleigh, [illegible]; Wheal Virgin, 273; Great Wheal Fortune, Wheal Prosper, Owen Vean, and Rospeath, 247; Wheal Unity Wood and Union, [illegible]; Bolton, 201; Wheal Vor, 174; Levant, 130; Great Wheal Charlotte, 149; Wheal Julia, 93; Harvey's Ore, 33; Wheal Mary, 42; Wheal Osborne, 22; Wheal Cock, 7.—Total, [illegible].

SALE OF COPPER ORES AT SWANSEA.

Copper ores for sale January 29th, 1839.—Cobre 133, ditto 78, ditto 48, ditto 77, ditto 75, ditto 61, ditto 56, ditto 56, ditto 24, ditto 31, ditto 19, ditto 8, ditto 90—Corrow 126, ditto 83, ditto 94, ditto 90, ditto 48—Ballyvourneagh 101, ditto 87, ditto 78, ditto 67—Copiapo 155, ditto 65, ditto 74—Allihies 128, ditto 76, ditto 35—Tigrony 38, ditto 33, ditto 5—Cuba 118—Knockmahon 91—Ballygahan 66—Valparaiso 66—Bulgarly 36—Holme Bush 26—Total 2820.

GOLD AND SILVER.

		£ s. d.
Foreign Gold in Bars (standard)	per oz.	£3 17 10½
Foreign Gold in Coin, Spanish Doubloons		0 0 0
20 Franc pieces		0 0 0
New Dollars		0 4 10¾
Silver in Bars (standard)		0 0 0

PURCHASES OF BLACK TIN AT REDRUTH.

January 15.

Purchasers.	Mines.	Tons	Total	Price. £ s. d.	Amount. £ s. d.	Total Amount. £ s. d.
Trelowarren & Carvedras Houses.	Charlestown U. M.	10½		51 5 0	538 2 3	
	....	5		49 12 6	248 2 6	
	Wheal Kitty	4½		46 17 6	210 18 9	
——	Bissow Bridge	6		55 2 6	330 15 0	
——	Consolidated Mines	3		49 5 0	123 15 0	
——	....	1¾	31	45 5 0	79 3 9	1530 18 9
Trelissick House.	Carzise Consols	2		41 0 0	82 0 0	
	Wheal Grey	7		58 15 0	411 5 0	
——	Carnon	1½	10½	55 17 6	83 16 3	577 1 3
Treseve House.	Carzise	14		56 12 6	792 15 0	
	Wheal Buddick	2		51 5 0	102 10 0	
——	Wheal Kitty	7		52 12 6	368 7 6	
——	Teague's Tin	5	28	50 2 6	250 12 6	1514 5 0
Chyandour, Angarrack, & Calenick Houses.	Wheal Buddick	10		54 2 6	541 5 0	
	St. Enoder Consols	2		48 2 6	96 5 0	
	Rock Mines	9	21	58 10 0	526 10 0	1164 0 0
Truthellan & Mellanear Houses.	Charlestown U. M.	3¼		55 2 6	179 3 1	
	....	3¼		50 2 6	162 18 1	
	....	3¼		26 17 6	87 4 10	
—	Wheal Buddick	1		....	50 12 0	
——	Polgooth	1½		47 5 0	70 17 6	
——	Tincroft	8		52 0 0	416 0 0	
——	....	3		46 15 0	140 5 0	
——	Poldice	6		50 2 6	300 15 0	
——	....	1		....	40 2 6	
——	Carnon	4		64 18 0	259 0 0	
——	....	½	34½	50 5 0	25 2 6	1680 0 0
Bissow Bridge.	Polgooth	9½		54 5 0	514 7 6	
——	St. Enoder Consols	7		53 17 6	377 2 6	
——	St. Blazey Consols	1½	18	50 12 6	75 18 9	967 8 9
			143½			£7434 14 3

PRICES OF SHARES AT LIVERPOOL.

		£ s. d.			£ s. d.
Liverp. & Manch. Railway	100	203 0 0	Leicester & Swannington, do.	50	73 0 0
Ditto Quarters	25	48 10 0	London and Southampton	50	45 10 0
Ditto New Halves	50	71 10 0	New shares	20	40 0 0
Manchest., Bolton, & Bury Railway and Canal	78	78 10 0	York and North Midland	20	20 5 0
Manchest. & Birmingham	10	10 17 6	Birmingham and Derby	30	....
Ditto Extension	7	7 10 0	Ulster	5	....
Birkenhead and Chester	27	32 12 6	Liverp. & Har. W. Works	50	132 10 0
Chester and Crewe	15	15 12 6	Bootle ditto		320 0 0
Bolton and Leigh ditto	100	64 10 0	Liverpool Coal Gas		372 0 0
Warrington & Newton do.	100	....	Liverpool New Gas & Coke	100	2 0 0 0
Kenyon and Leigh ditto	100	....	Exchange Buildings	100	163 0 0
Wigan Branch ditto	100	....	Ocean Assurance Company	10	6 10 0
North Union	100	70 10 0	Liverp. Marine Assur. Co.	25	9 0 0
St. Helens & Runcorn Gap	100	....	Bank of Liverpool	12½	20 17 6
Grand Junction ditto	100	200 0 0	Manchester and Liverpool District Bank	15	15 17 6
Ditto Half shares	10	30 0 0	Royal Bank of Liverpool	50	74 10 0
London and Birmingh. do.	90	169 0 0	Commercial Bank of Liver.	10	20 2 6
Quarter shares	5	29 0 0	Union Bank of Liverpool	10	13 10 0
Leeds and Manchester do.	50	78 10 0	Liverpool Banking	10	11 2 6
Hull and Selby	10	....	Albion	25	28 10 0
Midland ditto	50	54 10 0	Northern & Central Bank of England	10	3 0 0
North Midland ditto	55	58 15 0	Commercial Bank of Engl.	5	5 10 0
South Eastern	9	4 7 6	North & South Wales Bank	10	10 5 0
Birming. & Gloucester do.	40	24 10 0	Bank of Manchester	10	12 12 6
Great Western Railway	65	78 0 0	Wilts and Dorset Bank	10	....
Eastern Counties	10	8 10 0	East of England Bank	10	7 10 0
Edinburgh and Glasgow	10	8 17 6	Borough Bank	7½	13 5 0
Edinb. Leith, & Newhaven	5	....	South Lancashire Bank	7½	7 0 0
Glasg., Paisley, & Greenock	8	8 2 6	Royal Rock Ferry	20	7 17 0
Ditto, Kilmarnock, & Ayr	5	....	Monk's (Woodside)	17	7 17 0
London and Brighton	14	11 2 6			

CORN EXCHANGE, January 25, 1839.

Wheat ... p. Qr.	65s to 80s	Malt ... p. Qr.	6[illegible] to 6[illegible]s	Oats ... p. Qr.	2[illegible]s to 30s
Rye	40s to 45s	Peas	3[illegible]s to 47s	Bran	11s to 12s
Barley	36s to 44s	Beans	32s to 44s	Pollard	16s to 20s

AVERAGE PRICE OF GRAIN, per Quarter.

Wheat	Barley	Oats	Rye	Beans	Peas
8[illegible]s. 4d.	42s. 4d.	26s. 9d.	52s. 4d.	42s. 1d.	43s. 3d.

AGGREGATE AVERAGE FOR THE LAST SIX WEEKS.

Wheat	Barley	Oats	Rye	Beans	Peas
79s. 0d.	38s. 7d.	26s. 4d.	51s. 4d.	41s. 8d.	43s. 6d.

PRICES OF SEEDS.

Linseed	42s to 60s per Qr.	Coriander Seed	18s to 21s per Cwt.
Ditto Cake	14*l* 0s per 1000	Clover Seed	red 65s to 112s do.
Rapeseed	34*l* to 3[illegible]*l* per Last	Ditto	white 58s to 6[illegible]s do.
Ditto Cake	7*l* 0s per ton	Mustard Seed,	11s to 15s per Bushel.
Carraway Seed	45s to 46s per Cwt.	Ditto	brown 15s to 22s do.

SMITHFIELD, Friday, January 25.

To sink the offal—per stone.

Beef	3s. 6d. 3s. 6d. 4s. 0d.	Veal	4s. 6d. 0s. 0d. 5s. 6d
Best Down & Polled Mutton	5s. 4d.	Pork	3s. 8d. 4s. 4d. 5s. 0d.

Head of Cattle on Monday—Beasts, 2401; Sheep, 21,070; Calves, 58; Pigs, 370

Head of Cattle this day—Beasts, 801; Sheep, 2320; Calves, 116; Pigs, 305

NEWGATE AND LEADENHALL.—By the Carcase.

Beef	3s. 0d. 3s. 6d. 4s. 2d.	Veal	4s. 8d. 5s. 4d. 6s. 0d
Mutton	3s. 0d. 3s. 4d. 4s. 1d.	Pork	3s. 8d. 4s. 4d. 5s. 0d

FROM THE LONDON GAZETTE,

Tuesday, January 22.

BANKRUPTCY SUPERSEDED.

W. Jesse and W. T. Jesse, Bourton, Dorsetshire, flax manufacturers.

BANKRUPTS.

H. G. Hope, Goswell-street, oilman. [Cotes, Son, and Ashbee, Austin-friars.

W. Maddams, Theobald's-road, cabinet-maker. [Williams, Alfred-place, Bedford-sq.

J. W. Bennett, West-place, West-square, Lambeth, boarding-house-keeper. [Foster and Lyon, Fish street-hill.

J. Johnson, Cockermouth, saddler. [Murrays and Rymer, Chancery-lane.

F. Schenk and J. Heapy, Brighton, watch-makers. [Dax and Co., Lincoln's Inn.

T. Morris, Worcester, builder. [White and Whitmore, Bedford-row.

E. Mason, Kington, Herefordshire, innkeeper. [Smith, Chancery-lane.

J. Wood, Manchester, laceman. [Jones and Co., John-street, Bedford-row.

Certificates to be granted, unless cause be shown to the contrary, on or before Feb. 12.

J. H. Gurney, Broad-street, Bloomsbury, victualler—R. Martin, [illegible] hosier—C. Cooke, Birmingham, grocer—W. Underhill, Wells, Somersetshire, innkeeper—G. Ainscow, Heston Norris, Lancashire, hackneyman—S. English, [illegible] street, grocer—G. Wildgoose, Macclesfield, grocer.

Friday, January 25.

INSOLVENTS.

Jan. 23—Thomas Bruce, Abchurch-lane, City, bill-broker.

[illegible] B. S. Fidman and W. King, Crucifix-street, Hanover-sq., button-manufacturers.

25—William Harrison, Blossom-place, Limehouse, tailor.

William Cooper, Lewes, Sussex, gas-manufacturer.

BANKRUPTS.

W. Edwards, Wentworth-street, Spitalfields, cabinet-maker. [Yates, Bury-street, St. Mary Axe.

F. F. Gibbs, Liverpool, merchant. [Kirk, Symond's Inn, Chancery-lane.

T. Wood, Alnwick, Northumberland, ironmonger. [Hindmarsh and Son, Crescent, Jewin-street.

Certificates to be granted, unless cause be shown to the contrary, on or before Feb. 15.

R. Saunders, Davenport, currier—G. Grove, Aston, Warwickshire, maltster—R. H. Wilson, Liverpool, merchant—A. Miles, Gower-street, Bedford-square, boarding-house keeper—C. H. Rowe, Cheltenham, woollen-draper—[illegible], Birmingham, grocer—H. W. Smith, Greenwich, builder—J. Trail, [illegible] plumber—J. Green, jun., C. J. Green, [illegible], and W. Green, [illegible] Mills, near Maidstone, paper manufacturers—R. Slayton, Manchester, tea-dealer—[illegible] wood, Cornwall-road, Lambeth, builder—J. Gilbert and M. Evans, St. James's place, Clerkenwell, jewellers.

COAL MARKET, LONDON.

MONDAY.

Prices of coals per ton at the close of the market.—Adair's 19 3—Pelton [illegible]—South Hetton 1[illegible]—Wylam 1[illegible]—Walls End Brewicke and Co. [illegible]—Newmarch [illegible]—Northumberland 21 9—Perkins 21 6—Todd's Jonassohn's [illegible]—Braddyll's Hetton [illegible]—Haswell [illegible]—Lambton 22 6—Stewart's 22 [illegible]—Adelaide 22—West Tees 21 6—[illegible] 19—Brampton Main 17 3—Brandling Main 18—Ships arrived, [illegible].

WEDNESDAY.

South Hartley 19—West Hartley 21—Wellington 21 9—Walls End Brewicke and Co. 22 [illegible]—Clarke and Co. 22—Gosforth 21 [illegible]—Heaton 22 [illegible]—Hetton 22 [illegible]—Killingworth 2[illegible]—Newmarch 2[illegible]—Riddell's 2[illegible]—Braddyll's Hetton 2[illegible]—Lambton 22 [illegible]—Stewart's 22 [illegible]—Hartlepool 21—Denvery [illegible]—Tees 22 [illegible]—Northumberland Main 19 3—Bewick's Lizzelly [illegible]—Ships arrived, 1[illegible].

FRIDAY.

Adair's 18 6—Holywell Main 19—Lucas's Main, 16 6—Wellington, 21 [illegible]—W. E. Brewicke and Co. 22 6—Clarke and Co. [illegible]—Killingworth 22 [illegible]—Hetton [illegible]—Lambton 22 [illegible]—Stewart's [illegible]—Wharncliffe [illegible]—Tees [illegible]—Burlington Tees [illegible]—Brampton Main 17 3—Ships arrived, 1[illegible]

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Bank Stock, 8 per Cent.	....	203	203 2½	203	.. .	202½ 3
3 per Cent. Red. Anns.	93½ ¼	93½ 3	93¼	93½ ¼	93½ ¾	93½ ¼
3 per Cent. Consols	92¾ ½	92¾ ½	92¾ ⅞	92¾ ½	92¾ ⅞	92¾ ½
3½ per Cent. Anns. 1818.	....	....	....	....	....	....
3 per Cent. Anns. 1726.	....	....	....	....	....	....
3½ per Cent. Red. Anns.	100⅝ ¾	100⅝ ½	100⅝ ¾	100⅝ ½	100⅝ ½	100⅝ ½
New 3½ per Cent. Anns.	100½	100 99⅞	100⅛ ¼	100 99⅞	99⅞ 100	99⅞ ¾
New 5 per Cent.	....	....	....	....	....	....
Long Anns. 1860.	15	15	15	15 14	15	15
Anns. for 30 Years 1859.	....	....	....	14⅞	14⅞	....
Ditto 1860.	.. .	....	14⅞	14⅞	14⅞	....
India Stock, 10½ per Cent.	256¾	256¾	....	256½ 4½	254½	254½
South Sea Stock, 3½ per Cent.	....	....	....	....	....	....
Ditto Old Ann. 3 per Cent.	....	....	91⅛	91⅞	....	....
Ditto New Ann. 3 per Cent.	....	....	....	....	....	....
3 per Cent. Anns. 1751	....	.. .	....	.. ..	....	....
India Bonds, 3 per Cent.	66 64 p	....	65 63 p	64 62 p	64 p	64 p
Exchequer Bills, 2d. £1000.	68 70	68 70 p	69 66	68 65	65 67	67. 64
Ditto £500.	68 70	68 70	69 66	68 65	65 67	67 65
Ditto Small.	68 70	68 70	69 66	68 65	66 65	68 66
Ditto Com. 2½	....	....	....	....	....	....
3 p. Cent.Cons. for Ac. Feb. 26	92⅞ ¾	92⅞ ¾	92¾ ⅞	92⅞ ¾	92¾ ⅞	92¾ ⅞
Bank Stock for Op. Feb. 26	.. .	....	....	202½ 3½	....	....
India Stock for Ac. Feb. 26	....	....	....	255½	255½	255½

BANK OF ENGLAND.—TRANSFER BOOKS.

	SHUT.	OPEN.
Consols	Wednesday, Dec. 5,	Wednesday, Jan. 16, 1839.
New 3½ per Cent.	Tuesday, „ 4,	Wednesday, „ 16,
3 per Cent. 1726	Thursday, „ 6,	Thursday, „ 10,
New Five per Cent.	Friday, „ 7,	Wednesday, „ 23,
Annuities for terms of years	Friday, „ 7,	Wednesday, „ 23,
East India Stock	Tuesday „ 4,	Thursday, „ 17,
South Sea Stock	Friday, „ 7,	Wednesday „ 9,
New South Sea Annuities	Thursday, „ 6,	Tuesday, „ 8,
3 per Cent. Annuities 1751	Thursday, „ 6,	Tuesday, „ 8,

FOREIGN STOCKS.

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Austrian, 5 per Cent.	....	109	....	....	....	....
Belgian, 5 per Cent.	99½ ¼	99½	.. .	99 8¾	99	98¾ 9
Brazilian	....	78	77¾	78	78½	78½ 9
Ditto, 1829	....	....	....	....	....	....
Buenos Ayres, 6 per Cent.	....	....	....	....	18	....
Cuba, 6 per Cent.	....	....	....	....	....	....
Chilian, 6 per Cent.	....	....	....	....	....	....
Colombian, 6 per Cent.	....	....	....	....	....	....
Ditto, 1824, ditto	28½	28½ ¼	28½	28½ ¼	28½ ¼	28⅝ ¼
Danish, 3 per Cent.	76 5¾	76	76½ 5¾	76	....	....
Greek, 5 per Cent.	....	....	....	....	....	....
Ditto, 1825, 5 per Cent.	....	....	....	....	....	....
Mexican, 5 per Cent.	....	17	18	18	....	....
Ditto, deferred do.	....	....	....	....	....	....
Ditto, 1825, 6 per Cent.	24	24¼	....	24¼ ½	24½	24¼ ½
Ditto, def. do. 6. per Cent.	....	....	....	....	....	....
Neapolitan, 5 per Cent. 1824	....	....	....	....	....	....
Peruvian, 6 per Cent.	....	....	....	....	18	17⅞ 18
Portuguese, 5 per Cent.	....	70¼	....	....	71¼ 1	71¼
Ditto, New 5 per Cent.	36¼	34⅞ 5¼	35⅛	35⅛ 5	36	36¼ 5¾
Ditto, 3 per Cent.	22¾	22¾ ⅞	22¾ ½	22¾ 2	22¾ ⅞	22 2¾
Prussian, 4 per Cent.	....	....	....	....	....	....
Russian, 1822, 5 per Cent.	.. .	114⅛	....	....	....	....
Spanish, 5 per Cent. Consols	18½	18½ ¼	18½ ⅞	18½ ⅞	18⅝ 20	20¼ ⅞
Ditto, passive	4½ ⅝	4½ ⅝	4½ ⅜	....	4⅝ 5⅜	5¼ ⅝
Ditto, deferred	7¾ ⅝	7¾	7¾ 8	8	8½ ⅞	8⅝ 9⅜
Dutch, 2½ per Cent.	54⅜ ¼	54⅜	54⅜ ½	54⅝ 5	55½ 4¾	55¼ 5
Ditto, 5 per Cent.	102⅞ 3	102⅞ 1⅞	....	102⅞	102⅞ ⅞	102⅞
Ditto, New, 1837	....	100⅛	....	100⅛ ¼	....	100⅛

FRENCH FUNDS.

	Jan. 9	Paris Jan. 19	Paris Jan. 21	Paris Jan. 22	Paris Jan. 23	London Jan. 21	London Jan. 25
5 per Cent. Ann.	....	110f.50c.	110f.50c.	110f.45c.	111f.50c.	111f. 5c.	110f.25c.
Ex. on Lond. 1 m.h.	....	25f. 10c.	25f. 50c.	25f. 5c.	25f. 5c.	25f. 40c.	25f. 40c.
ditto 3 mhs.	.. .	24f. 90c.	25f.87½c.	24f.87½c.	24f. 1cc.	....	....
4½ per Cent. Ann. Exchange				106f.75c.			
4 per Cent. Ann. Exchange	.. .	102f.40c.	102f.40c.	....	102f.	.. .	.. ..
3 per cent. Exchange	.. ..	78f. 95c.	78f. 60c.	78f. 75c.	78f. 70c.	79f. 50c. 25f. 4 c.	....
Bank Shares	....	2640f.	264?f.	2640f.	2625f.	....	....

IRISH FUNDS,

Jan. 24, 1838.

Bank Stock	195½	Royal Canal Stock		37½
Government Debentures 3½ per ct.	92¾	Patriotic Insurance	10 0 0	5⅜
Ditto Stock 3½ per ct.	92½	Provin. Bank of Ireland	25 0 0	
Ditto New 3½ per ct.	100⅛	Hibernian Bank	25 0 0	24⅜
Ditto ditto, reduced 4 per ct.	99⅞	Grand Canal Stock		28¾
Consols 3 per ct.	92⅞	Mining Co. of Ireland	7 0 0	120⅛
City Debentures 4 per ct.	65	City of Dublin Steam Co.	100 0 0	11
Exchequer Bills 2½d per diem	23	Kingstown Railway	60 0 0	8⅞

AMERICAN FUNDS.

Redeemable.	London	America	Redeemable.	London	America
New York 5 1855	93	103 5	Louisiana 5 1844, 7, 50, 2.	98¾ 6	
5 1860			Mississipi .. 6 1861, 6, 71		
.. 1860			INCORPORATED BANKS. Per Cent.		
Pennsylva. 1839, 40, 41			United States 8 1866	24 5	123¾ 4
.. 1846			Louisiana State 10 1870		
.. 1853, 4	97⅞ 4		Bank of Louisiana 8 1870		
.. 1858	93		N. Orleans, Canal & B. Co. City Bank		
.. 1858	93				
.. 1860, 62	95¾ 6		New York Life and Trust 5		
.. 1865	95 6				
Maryland 6 1870	100		Tenessee Planters 9		97 100
Ohio 6 1860		110⅛	Mississippi 10		98 100
			Exchange at New York		109⅛

COURSE OF EXCHANGE.

FRIDAY, Jan. 25, 1839.

	Prices Negociated	Prices Negociated on 'Change			Prices Negociated	Prices Negociated on 'Change	
Amsterdam	12 4	12 2⅞ 12 3	Seville	36⅜	—	—
Ditto at Sight	12 2	12 0⅞ 12 1	Gibraltar p. h. d.	48	—	—
Rotterdam	12 4	12 3 12 3½	Leghorn	31	30⅜	30⅝
Antwerp	12 2½	12 1 12 1½	Genoa	25 75	25 60	25 65
Hamburgh Mrs. B.	13 10	13 8⅛ 13 8⅝	Milan	31	—	—
Altona	12 10	— —	Venice, p. 6 A. L.	48	—	—
Paris, 3 days' sight	25 55	25 30 25 35	Naples	40	40⅛	40⅛
Ditto	25 60	25 47½ 25 50	Palermo	118¾ oz	119	119½
Marseilles	25 70	25 50 25 55	Lisbon	54⅜	53⅛	—
Frankfort on Main	151¼	149⅞ 150	Oporto	54⅜	53⅛	—
Petersburg p. rable	11⅞	11⅜ —	Rio Janeiro	30	—	—
Berlin .. cur. doll.	7 0	— —	Bahia	33	—	—
Vienna eff. .. fls.	10 3	10 1 10 1¼	Buenos Ayres	—	—	—
Trieste ditto	10 4	10 2 10 2½	Dublin	1⅛	—	—
Madrid	37⅛	37⅛ 37⅛	Cork	1⅛	—	—
Cadiz	37⅛	37⅛ 37⅛	Madras	—	—	—
Bilboa	36⅛	— —	Calcutta	—	—	—
Barcelona	36⅛	— —	New York & Philad.	48½ 6	—	—

PRICES OF METALS.

	£ s. d.		£ s. d.
COPPER, Brit.—Cake ... ton	16 4 0	IRON, Brit.—Pig, No. 1 ... ton	6 10 0
Tile ... do.	94 0 0	Bar ton 9 15 0 to	10 10 0
Sheets ... lb.	0 0 11½	Do. Carg. in Wales	9 10 0
Bottoms .. do.	0 1 ½	Bolts ... ton	11 0 0
Foreign—S. Am. (dp 57s. cwt.) bd. ... ton		Nail Rods ... ton	11 10 0
		Hoops ... ton	13 0 0
TIN, Brit.—Blocks ... cwt	4 15 0	Sheets, single ton	14 0 0
Bars ... do.	4 17 0	(Others in proportion.)	
PLATES, common in box, per box. I.C.	1 ? ? to 1 ? 0	Foreign—Swedes, co. bd. ton	15 10 0
I.X.	1 ? 0	Duty 30s. per ton. For Steel, (var. mks.) ton 18 0 0 to	23 0 0
I.X.X.	2 ? 0	Russian com. ... ton	13 0 0
Wasters of the above Mks. 2s. less, all others 1s. less.		P.S.I. ... ton	13 0 0
(Others in proportion.)		C.C.N.D. ton	19 0 0
Foreign—Banca, bd. ... cwt.	4 0 0	STEEL, Brit.—Blistered, (various qualit.) ton 15 0 0 to	45 0 0
Duty 15s. per cwt Straits, bd. ... cwt.	3 18 0	Shear do. do. 45 0 0 ..	54 0 0
Bars, .. bd. .. cwt.	3 15 0	Cast do. do. 45 0 0 ..	50 0 0
LEAD, Brit.—Pig ... ton	20 10 0	Foreign—Duty 20 per ct. cond. Swedes in kgs. bd. ton	19 10 0
Sheet ... ton	21 10 0	Do. Faggots bd. ton	20 10 0
Shot ... ton	24 5 0	Milan ... bd. ton	20 0 0
Red ... ton	22 0 0	SPELTER, For.—Cakes (dp. 2l. p. ton.) .. bd. ... ton	21 3 0
White (dry) ... ton	30 0 0	English sheets ...	31 0 0
Do. (gd. in oil) ton	32 0 0	QUICKSILVER—(dp. 1d. per lb.) bd. ... lb.	0 3 10
Litharge ... ton	23 0 0		
Foreign—Span. (dp. 20s. per ton) bd. ... ton	19 0 0		

TIDE TABLE.

HIGH WATER AT LONDON BRIDGE, from Jan. 26 to Feb. 1.

	Satur.	Sunday.	Mond.	Tuesd.	Wedn.	Thurs.	Friday.
Morning	11 12	— —	1 1	1 38	2 32	3 12	3 48
Afternoon	11 34	0 20	1 28	2 13	2 53	3 31	4 5

PRICES OF SHARES.

BRITISH MINES.

No. of Shares.	NAME OF COMPANY.	Amount of Share	Amount paid	Highest Price.	Lowest Price.	Present Price.
500	Anglesey	100	5	10	8	10
1,800	Arigna Iron & Coal Co.	50	33	..	..	—
4,000	Bissoe Bridge	5	5	1	1	1
8,000	Blaenavon	50	40	40	40	40
5,000	Boringdon Park	20	3	½	½	½
8,000	British Tin	2½	2½	¼	¼	¼
20,000	British Iron	50	50	11	10½	10¼ 11
100	Copper Bottom	..	41	35	35	35
2,000	Cornubian Lead Co.	..	3½	2	2	2
6,000	Cornwall Great United	12	9	2½	2½	2½
5,000	Dartmoor Consols	5	5	3	3	3
10,000	DurhamCountyCoalCo.	50	28	..	..	—
2,000	East Cornwall Tin, &c.	6	6	3½	3	3
2,560	East Wheal Strawberry	10	6½	4	4	4
1,500	East Mulberry Hills	..	2½	3	2½	3
4,000	English	25	12½	7	7	7
10,000	Hibernian	50	9	2½	2½	2½
1,000	Holmbush	100	4	23	22½	23
2,000	Isle of Serk (Guernsey)	..	5½	11	11	11
12,000	Kellewerris	5	2½	½	½	½
20,000	Mining Co. of Ireland	25	7	12½	12½	12½
6,000	Perran Consols	5	3½	2½	2½	2½
3,000	Polberou Consols	10	10	2	2	2
6,000	Polbreen	5	3	3	3	3
2,000	Relistian	..	..	29	28	29
5,000	Redmoor Consolidated	5	4½	5½	5½	5½
10,000	Rhymney Iron	50	35	31	31	31
5,000	South Wheal Leisure	5	2	..	..	—
6,000	St. Hilary	2½	1½	½	½	½
800	South Towan	10	10	6	6	6
4,000	Tregollan	5	2½	3	2½	2½ 3
6,000	Trevorgus	5	5	1½	1	1
4,505	Treleigh Consols	5	4	½	½	½
4,505	Tamar Consols	5	3	4	4	4
6,000	Tin Croft	10	6½	7	6½	6½ 7
195	Trevaskus	..	60	85	85	85
3,000	Trewolvas	10	7	3½	3	3
4,000	United Hills	5	5	12	12	11⅞ 12
2,000	Wendron	8	8	3	3	3
3,300	West Cork	50	50	..	..	—
5,000	Wheal Brothers	20	20	½	½	½
3,000	Wheal Osborne	..	..	2½	2½	2½
5,000	Wh. Harm. & Montagne	10	10	8½	8½	8½
12,000	West Tresavean	5	2	½	½	½
6,000	Wicklow Copper	5	5	8	8	8
4,520	West Wheal Jewel	6	6	1½	12	12 1¼
800	Wherry Mine	15	11	12	12	12
20,000	Western Mining Asso.	5	1	..	..	—
5,000	Wheal Sisters	..	½	½	½	½

FOREIGN MINES.

No. of Shares.	NAME OF COMPANY.	Amount of Share	Amount paid	Highest Price.	Lowest Price.	Present Price.
4,000	Alten Mining Company	15	12½	11	11	11
10,000	Anglo Mexican Co.	100	100	22	22	22
3,374	Do. Subscription	25	25	3½	3	3
2,000	Bolanos	150	150	85	85	85
	Ditto Scrip	..	25	46	46	46
10,000	Brazilian Imperial	35	20	18	17	18
10,000	Bolivar	20	20	24½	22	24½
10,000	Ditto Scrip	10	10	3	3	3
10,000	Cata Branca } Brazilian	10	7½	9	8½	9
10,000	Conceiçao.. } Co.	10	2½	2½	2	2½
10,000	Candonga Mining Co.	20	7½	6½	6½	6½
12,000	Cobre Copper Company	40	40	37½	37	37½
8,500	Colombian Co. regis.	55	55	3½	3½	3½
1,500	Ditto, New	11	11	..	..	—
10,000	Copiapo Mining Co.	20	13½	10	10	10
20,000	General Mining Association	20	17	12½	12½	12½
5,351	Mexican Company	60	55½	5	..	—
6,000	Mocaubas and Cocaes	25	25	11½	10½	11½
5,000	Minas Geraes	20	10	7	6	7
2,000	New Granada	10	5	..	..	—
14,382	{ Real del Monte, regis.	544	534	10	10	10
	{ Do. unregistered	544	..	9½	9½	9½
	Ditto Loan Notes	150	150	160	160	160
2,500	Rio de Anori	..	3½	..	..	—
11,000	St. John d'el Rey	20	14	5½	5½	5½
10,000	United Mexican	40	40	1½	1½	1½
	Red New Scrip	..	5	2⅞	2⅞	2⅞
	Black Scrip	..	5	4	4	4
5,000	Union Gold	..	9½	..	..	—
14,000	Zacatecas Mining Co.	5	4	4	3½	4

RAILWAYS.

No. of Shares.	NAME OF COMPANY.	Amount of Share	Amount paid	Highest Price.	Lowest Price.	Present Price.
2,500	Aylesbury	25	6	..	..	—
8,300	Birmingham and Derby	100	50	41	41	41
9,500	Birming. & Gloucester	100	40	24⅞	24⅞	24⅞
7,500	Birm. Brist. & Th. Junc.	25	15	..	..	—
600	Bolton and Leigh	100	100	64	64	64
641	Ditto ½ Shares	25	25	..	..	—
15,000	Bristol and Exeter	100	20	10½	10½	10½
1,172	Cant. & Whitstble	50	50	..	..	—
350	Cheltenham	100	100	1½	1½	1½
5,000	Chester & Birkenhead	50	15	33	33	33
5,000	Chester and Crewe	50	15	16½	16½	16½
3,500	Do Extension	50	3	3	3	3
7,500	Chelten. & Gt. Western	100	20	5	5	5
14,000	Chelt. Oxford and Tring	100	5	6½	6½	6½
2,000	Clarence	100	82	35	35	35
6,000	Dublin and Drogheda	100	10	6	6	6
	Dublin and Kingstown	..	60	70	70	70
8,000	Dublin and Kilkenny	100	5	½	½	½
800	Durham Junction	100	90	..	..	—
7,500	Durham S. W. Junction	20	3½	..	..	—
2,000	Durham & Sunderland	50	50	38	38	38
3,000	Deptford Junction	20	1	1½	1½	1½ ¼
60,000	Eastern Counties	25	12	10½	10½	10½
5,000	Edinb. Leith & Newha.	20	7	4½	4½	4½
18,000	Edinburgh & Glasgow	30	10	8½	8½	8½
2,500	Forest of Dean	50	50	40	40	40
12,500	Glasg., Paisley & Ayrsh.	50	10	9½	9	9
16,000	Glasg., Paisley, & Green.	25	8	6	6	6
10,918	Grand Junction	100	100	206	206	206
10,918	Do. New	50	10	34	34	34
10,000	Great North of England	100	20	18	18	18
25,000	Great Western	100	65	77½	75	75
2,000	Hartlepool	100	100	100	100	100
8,000	Hull and Selby	50	7	9	9	9
250	Ken. & Leigh Junction	100	100	..	..	—
40,000	Kent Railway	50	2	..	..	—
4,000	Launceston & Victoria	20	2	..	..	—
2,100	Leeds and Selby	100	100	65	65	65
2,000	Leicester and Swaning.	50	50	75	75	75
5,100	Liverpool & Manchester	100	100	203	203	203
12,021	Do. ¼ Shares	25	25	48½	48½	48½
7,9 8	New Do.	25	20	72	72	72
24,000	Lond. & Blackwall	25	9	7½	7½	7½
20,000	London and Greenwich	20	20	17	16½	16½
	Ditto New	..	20	19½	19½	19½
25,000	London and Birmingh.	100	90	170	167	167
25,000	Do. ¼ Shares	25	5	27½	26½	26½
	Do. Bonds	..	70	100	100	100
14,000	London & Croydon Tr.	30	20	13½	13	13
6,000	Do. Scrip	13	12½	11	10½	10½
20,000	London & Southampton	50	36½	43½	42½	42½
16,000	London & South., New	25	20	20	20	20
36,000	Lond. & Brighton	50	14	11	10½	10½
12,000	London Grand Junction	50	5	5	5	5
2,000	Llanelly	100	75	47½	47½	47½
14,000	Manchester and Chester	..	2½	..	..	—
13,000	Manchester and Leeds	100	30	70	70	70
10,000	Manchest. South Union	100	5	5	5	5
1,000	Manchester & Oldham	100	5	..	..	—
8?,000	Manchester & Birming.	70	10	10½	9½	9½
15,000	Do. Extension	70	7	6½	6½	6½
10,000	Midland Counties	100	60	54	54	54
3,000	Newcastle and Carlisle	100	100	97½	97½	97½
12,000	North Midland	100	35	34½	34½	34½
13,000	Northern and Eastern	100	12	9½	9½	9½
600	North Union	100	100	74½	74½	74½
	Do. New	..	45	64½	64½	64½
2,500	Preston and Wyre	50	20	30	30	30
2,300	Preston and Wigan	..	70	35	35	35
	St. Helen's & Runcorn	100	100	..	..	—
1,500	Stanhope and Tyne	100	100	..	..	—
1,000	Stockton & Darlington	100	100	260	260	260
1,000	Do. ½ Shares	50	50	..	..	—
4,000	South Durham	50	2½	½	½	½
4,000	Sheffield & Rotherham	25	25	..	..	—
20,000	South Eastern	50	9	8	7½	7½
	South Midland	50	1	½	½	½
40,000	South Western (Steph.)	50	1	½	½	½
9,000	Thames Haven	50	3	4½	4½	4½
4,300	Warrington & Newton	100	100	..	..	—
1,400	Whitehaven & Gretna	50	2	½	½	½
4,000	West Durham	25	4	½	½	½
6,000	York & North Midland	50	20	20	20	20

MISCELLANEOUS.

No. of Shares.	NAME OF COMPANY.	Amount of Share	Amount paid	Highest Price.	Lowest Price.	Present Price.
10,000	Anglo Mexican Mint	10	10	10½	10½	10½
10,000	Anti Dry Rot	17½	17½	7½	6½	7½
10,000	Asphalte (Claridge)	20	4	3¾	3½	3½
10,000	Australian Agricultur.	100	27½	45½	45½	45½
1,000	Auction Mart	50	50	..	..	—
8,000	Brit. Rock & Patent Salt	50	35	12	12	12
8,000	Bahia Steam	10	6	5½	5½	5½
	British Alkali	..	25	30	30	30
6,000	Brit. Americ. Land Co.	..	33	11	10	11
20,000	Brit. Agricu. Loan Co.	105	5	..	..	—
10,000	Canada Company	100	30	25½	25½	25½
200,000	Canada (Upper) Bonds	..	..	91	91	91
5,000	Eastern Coast of Central America [Deb.	20	14	8	8	8
75	Covent Garden Th. Rnt	500	..	..	..	—
300	Drury Lane do.	500	..	..	..	—
5,000	Droitwich Patent Salt	25	25	14½	14½	14½
2,122	Do. Proprietors	100	..	..	..	—
10,000	Edinbur. & Leith Glass	..	16	..	..	—
2,500	Essex Marine Salt	20	8	..	..	—
1,000	Equitable Discount So.	100	25	..	..	—
20,000	General Steam Navig.	15	14	23½	23½	23½
2,100	Hungerford Market	100	..	..	..	—
10,000	Irish Waste Land Co.	50	1	½	½	½
8,000	Lond. Rever. Inter. So.	50	10	6	6	6
1,800	London Corn Exchan.	..	..	25	25	25
8,000	Lond. Caoutchouc Co.	12½	12½	12½	12	12½
50,000	Lond. Equit. Loan Co.	10	2	..	..	—
10,000	Mexican South Amer.	10	6	6	6	6
	New Corn Ex.	..	37½	21½	21½	21½
	New Brunswick (Land)	..	50	10	10	10
20,000	Mexican, New	10	3	..	..	—
10,000	Rio Doce	25	4	2⅞	2½	2⅞
2,754	Rever. Interest Society	100	100	134	134	134
2,633	Ditto New	100	80	110	110	110
220	S. Devon Shipping Co.	50	50	..	..	—
2,000	Shotts Iron Foundry	..	38	..	..	—
10,000	South Australian	25	10	9⅞	9⅞	9⅞
10,000	Safety Carriage Co.	5	3	3½	3	3½
4,000	Thames Tunnel	50	50	8	8	8
10,000	Van Dieman's Land	100	17	12	12	12

CANALS.

No. of Shares.	NAME OF COMPANY.	Amount of Share	Amount Paid.	Price.	Dividend per Ann.	Next Dividend Payable
1,760	Ashton and Oldham	98	98	132	7	Mar.
1,482	Ashby-de-la-Zouch	113	113	73	4	Oct.
720	Barnsley	160	160	280	15	Jan.
1,260	Basingstoke	100	100	..	..	..
1,065	Brecknock & Abergav.	150	150	5	5	Jan.
8,000	Birming. 1-16th Share	79½	79½	218	9½	June
4,000	Do. & Liverpool Junct.	100	100	26	..	—
477	Bolton and Bury	250	250	..	6	Jan.
712	Bridgwater & Taunton	100	100	..	3	Aug.
400	Chelmer & Blackwater	100	100	102	4	Jan.
16,000	Carlisle	..	21½	..	..	..
500	Coventry	100	100	735	48	Nov.
1,500	Chesterfield	..	..	..	..	..
460	Cromford	100	100	380	2?	Jan.
4,546	Croydon	31½	31½	..	..	..
11,810	Do. Bonds	..	..	..	5	Oct.
20,000	Danube and Mayne	41½	41½	30	4	—
2,060½	Dudley	100	100	84	4	Sept.
600	Derby	100	100	175	11	Jan.
3,575½	Ellesmere & Chester	133	133	81	3	Sept.
231	Erewash	100	100	775	62	Oct.
1,297	Forth and Clyde	400	400	580	28	Jan.
11,600	Grand Junction	100	100	203	10	June
2,849½	Grand Union	100	100	24	1	Oct.
1,500	Grand Surrey	100	100	..	..	Sept.
120,000	Do. (optional) Loan	100	100	63	4	Dec.
3,096	Grand Western	100	100	12	..	—
600	Glamorganshire	172½	172½	..	13½	Sept.
1,960	Gloucester & Berkley	100	100	..	..	..
200	Do. (optional) Notes	60	60	..	..	..
749	Grantham	150	150	208	10	May
6,233	Huddersfield	57½	57½	36	2	Sept.
100	Kensington	100	100	10	..	—
25,328	Kennet and Avon	40	40	28	1¼	Sept.
11,699½	Lancaster	47½	47½	25⅞	1¼	Mar.
2,897½	Leeds and Liverpool	100	100	740	30	Nov.
18?	Leeds & Liverpl. New	80	..	..	16	May
345	Leicester	140	140	222½	13	Jan.
1,897	Leicester & Northam	83½	83½	90	6	Dec.
550	Lisk. and Looe Un.	25	25	..	..	—
70	Loughborough	142½	142½	2000	162	Jan.
	Manches., Bol. & Bury	..	48	..	..	—
2,409	Monmouthshire	100	100	200	10	Dec.
700	Montgomeryshire	100	100	99	4½	Aug.
250	Melton Mowbray	100	100	200	10	July
500	Mersey and Irwell	100	100	580	25	Oct.
3,000	Macclesfield	100	100	51	2	—
247	Neath	100	100	325	17	July
100	Nene Navig. Bds.	100	100	..	..	..
1,786	Oxford	100	100	600	30	Sept.
521	Oakham	130	130	54	3½	May
2,400	Peak Forest	78	78	104	5	Dec.
2,520	Portsmouth & Arunde	50	50	..	..	—
21,418	Regent's (or London)	33½	33½	16	12s	July
5,000	Rochdale	85	85	108	6	May
500	Shropshire	125	125	137	8	Dec.
800	Somerset Coal	150	150	151½	9?	Dec.
36,000	Do. Lock Fund Stock	12½	12½	11½	4?	Dec.
700	Stafford. & Worcester	140	140	650	40	Jan.
500	Shrewsbury	125	125	280	9	Nov.
300	Stourbridge	145	145	330	12	Jan.
3,647	Stratford-on-Avon	79½	79½	40	2	Aug.
200	Stroudwater	150	150	..	24	Nov.
533	Swansea	100	100	230	15	Nov.
3,762	Severn & Wye & Railw.	35	35	39	2?	Sept.
1,300	Thames & Severn blk.	100	100	27	1½	June
1,150	Do. Do. red.	100	100	—	1?	June
2,600½	Trent & Mersey ¼ Sh.	50	50	600	32½	June
350	Tavistock (mineral)	100	100	..	2	Mar.
8,149	Thames and Medway	19½	19½	2	..	..
3,344	Do. New	..	..	..	..	..
1,000	1,000½ Warwick & Bir.	100	100	28?	16	May
980	Warwick and Napton	100	100	210	15	Nov.
6,000	Worcester & Birming.	78	78	71	4	Feb.
5,000	Wilts and Berks	67½	67½	20	1¼	May
800	Wyrley and Essington	125	125	75	3	Jan.
126	Wisbeach	105	105	45	..	—
905	Wey and Arun	110	110	22½	1	May.

ASSURANCE COMPANIES.

No. of Shares.	NAME OF COMPANY.	Amount of Share	Amount Paid.	Price.	Dividend per Ann.	Next Dividend Payable
2,000	Albion	500	50	74	3½	Dec.
40,000	Alliance Brit. & Forei.	100	10½	15	5	Oct.
50,000	Do. Marine	100	5	6	7	Jan.
24,000	Atlas	50	5	14½	½	July
1,200½	Birmingham Fire	250	35	107½	5	May
20,000	British Fire	250	30	40	4	Sep.
12,000	British Comercial	50	5	6	6	Dec.
3,000	Cler. Med. & Gen. Life	100	3½	4	5	Aug.
4,000	County	100	10	42	2½	Dec.
20,000	Eagle	50	5	5½	½	Oct.
200	Economic Life	1000	250	375	5	Jan.
3,000	Edinburgh Life	100	15	—	6	Jan.
2,271	European Life	20	20	22	1¼	Jan.
50,000	Ditto New	20	2	1½	2s	Jan.
1,000,000	Globe Stock	100	100	145	7	Dec.
20,000	Guardian	100	27½	36½	5	July
7,500	Hercules	..	10	3½	..	..
40,000	Hope	50	5	6	6s6	Sep.
2,400	Imperial Fire	500	50	140	5½	Dec.
7,500	Imperial Life	100	10	18½	9s	July
15,450	Indemnity Marine	100	5½	24½	5	Sept.
100,000	Insurance Co. of Scot.	—	10	..	..	—
2,000	Kent Fire	50	50	..	3½	Feb.
	Do. Life	..	..	29	3	—
10,000	Law Life	100	10	29	16s	April
	Liverp. Marine Assur.	..	25	..	..	—
3,900	London, Fire	25	12½	17½	1	Sep.
31,000	London, Ship	25	12½	17½	1	Sep.
30,000	North British	..	10	..	..	—
21,000	National Life	100	5	10	5	July
20,000	Palladium Life	50	2	2½	5	Jan.
50,000	Protector Life	..	1	2	4	—
2,500	Provident Life	100	10	25	1	June
100,000	Rock Life	20	2	4½	3s	Oct.
689,220	Royal Exchan. Stock	..	..	229	8	Dec.
250,000	Scottish Union	..	1	..	..	—
20,000	Standard of England	50	5	..	5	May
	Sun	..	..	206½	5	Dec.
3,000	Universal Life	100	5	7½	5	May
1,200	Union	..	20	100	..	..
4,000	University Life	100	5	..	5	July
40,000	United Kingdom Life	20	2	..	4	—
50	Westminster Life	1000	1000	..	..	—
10,000	West of Scotland	..	10	..	..	—

JOINT STOCK BANKS

No. of Shares.	NAME OF COMPANY.	Amount of Share	Amount paid.	Price.	Dividend per Ann.	Next Dividend Payable
25,000	Agric. & Com. of Irel.	25	10	..	..	—
5,000	Australasia	40	40	70	8	Jan.
1,500,000	Bank of Scotland	..	83½	204	..	—
10,000	Bank of Birmingham	50	10	..	10	Mar.
10,000	Birmingham Bank	50	10	16⅞	10	Mar.
500,000	British Linen Co.	100	100	..	..	—
20,000	British North Amer.	50	25	26½	19	—
1,000,000	Commercial	100	100	183	..	—
20,000	Colonial	100	25	29	..	—
3,000	Equitable Loan Co.	..	9	10	..	—
10,000	Foreign Banking Co	..	3	9	..	—
2,000,000	Glasgow Union	50	50	65	..	—
10,000	Gloucestershire	50	10	..	10	Feb.
6,000	Hampshire	50	5	..	10	Aug.
10,000	Hibernian	100	25	..	4	—
3,000	Devon & Cor. Bg. Co.	..	20	36	..	—
20,000	London & Westmins.	100	20	24½	5	Mar.
3,000	Lancaster	100	20	..	10	Aug.
25,000	Liverpool	100	12½	22⅞	6	July
60,000	Lond. Joint Stock Co.	50	10	13½	5	June
50,000	Manch. & Liver. Dis.	100	15	16½	7½	Mar.
20,000	Manchester	100	25	27	7½	Oct.
25,000	Monm. & Glamorg.	20	10	15	10	Aug.
20,000	North & South Wales	10	10	9½	6	—
5,000,000	National Scotland	..	10	13	..	—
20,000	Nat. Bank of Ireland	50	17½	17½	5	—
10,000	Nat. Provincl. Engl.	100	35	35	5	Jan.
80,0000	Nor. & Cnt. B. of Eng.	10	10	3	5	Dec.
10,000	North Wilts	25	5	9	7	—
20,000	Prov. Bk. of Ireland	100	25	43½	8	July
4,000	Ditto New	10	10	17⅞	8	—
2,000,000	Royal of Scotland	..	100	..	..	—
7,000	South African	..	..	5	..	—
20,000	S. of Ireland, Cork	25	5	5	..	—
4,000,000	Western of Scotland	..	30	..	..	—
20,000	W. of Eng. & S.W. Dis.	20	12½	12½	5	July
20,000	Wilts and Dorset	15	7½	7½	5	—

GAS LIGHT AND COKE COMPANIES

No. of Shares.	NAME OF COMPANY.	Amount of Share	Amount paid.	Price.	Dividend per Ann.	Next Dividend Payable
10,000	Alliance	10	5	..	..	—
2,500	Bath	20	16	..	1½	Sept.
600	Bradford	25	25	.	10	—
5,000	British	40	16	20½	1½	Nov.
5,000	Do. Provincial	20	19	24½	..	—
928	Birmingham	50	50	95	5½	July.
2,400	Birm. & Staffordshire	50	50	70	4	Sept.
600	Brentford	50	50	30	4	April
4,250	Bristol	20	20	36	2	Feb.
1,500	Brighton	20	20	11½	3½	—
750	Do. New	20	18	9	3½	—
2,471	Brighton, General	20	20	10½	4½	Nov.
363	Carlisle	25	..	..	..	—
4,000	Continental Consolidat.	75	62½	90	5	—
240	Canterbury	50	50	55	6	Jan.
700	Chelmsford	50	50	42	4	Dec.
300	Cheltenham	50	50	75	8	Oct.
1,000	City of London	100	100	195	10	Sept.
1,000	Do. New	100	60	114	6	Dec.
800	Coventry	25	25	25	..	—
200	Derby	50	50	..	..	—
180	Dover	50	50	..	..	—
600	Dudley	20	20	18½	5	—
4,500	Edinburgh Coal Gas 3.	25	25	..	..	—
	Edinburgh and Alloa	..	14	..	..	—
240	Exeter	50	50	..	..	—
4,000	Equitable	50	50	25	4½	April
10,000	European	20	13	..	..	Aug.
4,450	Glasgow	25	..	..	..	—
20,000	Greenwich Railw. Gas	..	1	..	..	—
10,000	Imperial	50	30	48½	5	—
85,000	Do. Bonds	100	100	..	4	—
1,200	Ipswich	..	10	..	..	—
800	Isle of Thanet	25	20	20	5	Aug.
2,350	Independent	50	30	48	6	Oct.
240	Leicester	50	50	..	..	—
750	Leith Coal Gas	20	20	..	..	—
500	Liverpool	242½	242	510	2	—
	Do. N. Gas and Coke	100	100	..	..	—
	Do. (New Do.)	..	60	..	..	—
200	Maidstone	50	50	100	10	Feb.
9,000	Phœnix	50	30	24	3	June
579	Portsea	..	58	..	..	—
304	Poplar	50	50	..	..	—
1,000	Ratcliff	100	80	58	4	Sept.
480	Rochdale	..	15	..	..	—
4,000	South Metropolitan	50	19	..	2½	Aug.
1,000	Sheffield	..	16½	..	..	—
1,000	Shrewsbury	..	10	..	..	—
120	Swansea	50	50	..	..	—
8,200	United General	50	46	30	5	Jan.
240	Warwick	50	50	50	5	Jan.
400	Wakefield	25	25	22½	1½	Jan.
750	Warrington	20	20	24	1	Oct.
12,000	Westminster Chartered	50	50	52	3	Dec.
6,000	Ditto New	50	16	10	12s	Dec.
200	Worthing	50	50	..	3	Aug.
800	Yarmouth	..	..	..	..	..

DOCKS.

No. of Shares.	NAME OF COMPANY.	Amount of Share	Amount paid.	Price.	Dividend per Ann.	Next Dividend Payable
600,1065	Commercial	100	100	56	3	July
	East and West India Stock	100	100	111½	..	Jan.
1,038	East Country	100	100	7½	..	—
323,8,310	10 £s 10 London .. Stk	..	..	63	2½	Dec.
	Ditto Bonds	..	..	101	4	—
2,200	Bristol	147½	147½	80	2?19	Dec.
68,324	Ditto Notes	..	..	113	5	Nov.
570	Folkestone Harbour	50	50	..	..	—
15,000	Ditto Bonds	..	..	..	5	—
11,000	Grand Collier Docks	50	1	1½	..	—
1,352,752	St. Katharine.. Stock	100	100	108	5	Jan.
500,000	Ditto Bonds	..	..	101½	4½	Oct.
200,000	Do. Bonds for 10 years	..	..	101½	4	Oct.
2,500	Deptford Pier	20	3	11	..	—
	Southampton	50	5	2⅞	..	—

BRIDGES.

No. of Shares.	NAME OF COMPANY.	Amount of Share	Amount paid.	Price.	Dividend per Ann.	Next Dividend Payable
1,600	Hammersmith	50	50	21	1s	Jan
7,231	Southwark w. new sub.	62½	63½	2	..	..
1,700	Do. New of 7½ per cent.	50	50	14	1⅞	Dec.
5,848	Vauxhall	70½	70½	23	17s	Dec.
5,000	Waterloo	100	100	3½	..	—
5,000	Do. old Annuities of 8l.	60	60	24½	1?s ?	Feb.
5,000	Do. new do. of 7l.	40	40	20½	16s ?	Feb.
30,000	Ditto Bonds	..	.	120	5	Feb.

WATER WORKS.

No. of Shares.	NAME OF COMPANY.	Amount of Share	Amount paid.	Price.	Dividend per Ann.	Next Dividend Payable
4,000	Birmingham	25	25	20	8s	..
121	Colchester	100	100	..	..	-
4,433	East London	100	100	170	6	Jan.
4,000	Glasgow	50	50	..	..	-
5,300	Grand Junction	46½	46½	69	2½	Jan.
5,400	Edinburgh Joint Stock	25	23	..	..	—
2,000	Kent	100	100	46	2	Jan.
372	Liverpool Bootle	220	220	328	10	Jan.
1,500	New River Lond. Bridge Water Annuities	..	..	62	24	Oct.
6,486	Manchester & Salford	100	30	34	1⅞	Mar.
800	Portsea Island	50	50	..	..	—
450	Portsmouth & Farlington	50	50	21	1	—
4,000	Ramsgate	10	8	10	.	—
1,000	Vauxhall, late So. Lond.	100	100	101	4?	Oct.
8,300	West Middlesex	63½	63½	102½	4½	Dec.
1,200	York Building Co. L. P.	100	100	30	1/14	Oct.

ROADS.

No. of Shares.	NAME OF COMPANY.	Amount of Share	Amount paid.	Price.	Dividend per Ann.	Next Dividend Payable
532	Archw. and Kent. Tn.	30	30	..	1	Ja.
300	Barking	100	100	22½	1½	1 & 7
1,000	Commercial	100	100	75	5	1 & 7
2,000	Do. East India Dock Rd.	100	100	3	3	1 & 7
492	Great Dover Str.	..	70	..	3½	1 & 7
2,393	Highgate Archway	..	200?	2	..	—
11,000½	New North Rd. Stock	100	100	.	.	—

LITERARY INSTITUTIONS.

No. of Shares.	NAME OF COMPANY.	Amount of Share	Amount paid.	Price.	Dividend per Ann.	Next Dividend Payable
400	Adelaide Gal. of Science	20	..	..	.	—
1,000	London, w. Bronze Tick.	75	5	30	.	—
1,500	London University	100	100	15	..	—
700	Russell	25	25	6½		—
	King's College	100	100	8		—

LONDON: Printed and Published by HENRY ENGLISH, the Proprietor, at his Office, No. 12, Gough-square, Fleet-street, in the city of London; where all Communications and Advertisements are requested to be forwarded, post-paid.—SATURDAY, JAN. 26, 1839.